

**From:** Isaac Branaum <[REDACTED]>  
**Sent time:** 07/14/2022 09:03:13 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

Penn Station was once one of the crown jewels of our city—not just the most important transit hub in the region but an architectural gem. Since the 60s it has fallen into the disrepair commuters have grown accustomed to—a dilapidated basement of a station almost universally reviled by the 600,000+ riders it serves every day.

With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily.

A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable.

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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Respectfully Yours,  
Isaac Branaum

**From:** Elizabeth Cole <Ecole@lirpc.org>  
**Sent time:** 07/15/2022 11:56:29 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** Richard V. Guardino <Rguardino@lirpc.org>; John Cameron <jcameron@cameronengineering.com>  
**Subject:** Penn Station Revitalization Plan Testimony  
**Attachments:** Penn Station Revitalization Plan-ESD 7.15.22.pdf

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Attached please find testimony from John Cameron, Chair of the Long Island Regional Planning Council on the Penn Station Revitalization Plan.

Elizabeth Cole  
Deputy Executive Director  
Long Island Regional Planning Council  
[ecole@lirpc.org](mailto:ecole@lirpc.org) | 516-571-7613



## LONG ISLAND REGIONAL PLANNING COUNCIL

1864 Muttontown Road Syosset, New York 11791

[www.lirpc.org](http://www.lirpc.org) | 516-571-7613

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July 15, 2022

Re: Penn Station Revitalization Plan

Members of the Board of Directors of the Empire State Development Corporation,

I am the Chairman of the Long Island Regional Planning Council. The Council is a Bi-County agency representing the residents, businesses, organizations and governments of both Nassau and Suffolk Counties. The Council serves as Long Island's chief planner as well as a leading advocate for policies, projects and initiatives that can benefit the lives of the Island's 2.9 million residents.

The Pennsylvania Station Area Civic and Land Use Project is a key strategic initiative that centers around the integral transportation hub of the Long Island Rail Road, which serves hundreds of thousands of Long Island commuters daily, as well as customers of Amtrak and New Jersey Transit.

The Council supports the goals for the Project:

- Revitalize the area surrounding Penn Station with new sustainable, high-density, mixed-use development.
- Improve passenger rail and transit facilities and pedestrian circulation, access and safety.
- Support improvement to address substandard conditions in Penn Station.
- Support and accommodate future capacity increases at Penn Station.

The Project would address substandard and unsanitary conditions through a comprehensive redevelopment initiative.

Governor Hochul should be commended for recognizing the economic development potential of Penn Station, a key regional transportation asset. The plan which is being put forth smartly recognizes the potential of investing public dollars to stimulate the investment of private dollars to not only improve the lives of transit commuters but also produces a project which will generate residential housing, including much needed affordable units, community space, a tremendous number of construction and full-time jobs as well as an expanded commercial tax base.

The Long Island Regional Planning Council salutes Governor Hochul for her vision in recognizing the potential in investing in this major regional transportation asset for the benefit of the Region and the State of New York. Thank you.

Sincerely,

John D. Cameron, Jr.

Chairman

Long Island Regional Planning Council

**From:** Aruna Gohel <[REDACTED]>  
**Sent time:** 07/15/2022 05:39:12 PM  
comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; lkrueger@nysenate.gov; Speaker@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; GottfriedR@nyassembly.gov; info@manhattanbp.nyc.gov; District3@council.nyc.gov; esd.sm.EmpireStation  
<empirestation@esd.ny.gov>; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan to Fix Penn Station

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Sincerely,

Aruna Gohel  
Sent from my iPhone



**From:** Terrence Mays <[REDACTED]>  
**Sent time:** 07/16/2022 11:39:44 AM  
**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov  
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Sincerely,  
Terrence M

**From:** Anthony Fotiadis <anthony@local137.com>  
**Sent time:** 07/16/2022 10:14:35 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** In Support of Penn station redevelopment.

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To whom it may concern,

Sheet Metal worker local union 137 and it's members along with it's affiliates are in support of the Penn station redevelopment project. This project would greatly benefit middle class citizens, and create more equal employment opportunities for citizens of New York City looking to earn living wages and union benefits to live in this great city.

Sincerely,  
Anthony Fotiadis  
Business Representative  
S.M.A.R.T Local union 137  
50-02 5th street suite A  
Long Island city, Ny 11101

**From:** MANUCHAR PIRVELI <[REDACTED]>

**Sent time:** 07/16/2022 03:51:11 PM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

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**MANUCHAR PIRVELI,**

[REDACTED]

**From:** Juan Garcia-Aenlle <[REDACTED]>  
**Sent time:** 07/17/2022 10:28:51 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,

Juan Garcia-Aenlle

**From:** esd.sm.nys-nyc <nys-nyc@esd.ny.gov>  
**Sent time:** 07/18/2022 02:11:09 PM  
**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; [REDACTED]  
**Subject:** FW: VOTE NO ON PENN PROPOSAL

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+ EmpireStation@esd.ny.gov for handling

-----Original Message-----

From: Helene Silver  
Sent: Monday, July 18, 2022 11:35 AM  
To: esd.sm.nys-nyc  
Subject: VOTE NO ON PENN PROPOSAL

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Born and bred New Yorker, now 76, this is the worst proposal ever. It is only second to the destruction of the original Penn Station.  
Vote NO,

Helene Silver, [REDACTED]

**From:** gryphon1six <[REDACTED]>  
**Sent time:** 07/18/2022 09:55:04 PM  
comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; lkrueger@nysenate.gov; Speaker@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; GottfriedR@nyassembly.gov; info@manhattanbp.nyc.gov; District3@council.nyc.gov; esd.sm.EmpireStation  
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Sincerely,

Enis Mabrouk

**From:** Stephen Fanale <[REDACTED]>  
**Sent time:** 07/18/2022 10:20:09 AM  
comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; lkrueger@nysenate.gov; Speaker@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; GottfriedR@nyassembly.gov; info@manhattanbp.nyc.gov; District3@council.nyc.gov; esd.sm.EmpireStation  
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Sincerely,

**From:** Ella DeBode <[REDACTED]>

**Sent time:** 07/18/2022 10:21:36 AM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

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**From:** Lilli DeBode <[REDACTED]>  
**Sent time:** 07/18/2022 10:29:29 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Penn Station was once one of the crown jewels of our city—not just the most important transit hub in the region but an architectural gem. Since the 60s it has fallen into the disrepair commuters have grown accustomed to—a dilapidated basement of a station almost universally reviled by the 600,000+ riders it serves every day.

With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily.

A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable.

Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families.

And, crucially, the Station is completely unfit to meet the needs of disabled New Yorkers with only offers 2 elevators that connect to street level. The addition of 18 more escalators and 11 new elevators would address critical accessibility needs at the station. Public transportation must be built for commuters of all abilities—and the Governor's plan helps us do just that at Penn Station.

Outside Penn, homelessness and crime have become serious issues in the neighborhood. Meanwhile there are few spaces open to the public that befit a renowned regional transit hub.. The new plan for Penn will revitalize the surrounding district with transformative neighborhood improvements including 8 acres of new public space, nearly 2000 new units of housing, increased connectivity to transit and widened sidewalks.

We have a once-in-a-generation opportunity to improve our nation's busiest transit hub. This is an investment whose impact and benefits will be felt for decades to come. The new Penn Station will be a symbol that New Yorkers can be proud of and look to as we rebuild our region following one of the toughest periods in modern history.

Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,  
Lilli

**From:** Calvin Barker <[REDACTED]>  
**Sent time:** 07/18/2022 10:49:44 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

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Sincerely,

Calvin Barker

**From:** esd.sm.nys-nyc <nys-nyc@esd.ny.gov>  
**Sent time:** 07/18/2022 02:11:57 PM  
**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; ehamilton@datacationdevelopmentgroup.com  
**Subject:** FW: Alternative Proposal Penn Station Redevelopment  
**Attachments:** The Penn Station Redevelopment Proposal.docx Penn Station Development Site Map (A).pdf Datacation Pitch Deck A.pdf

---

+ [EmpireStation@esd.ny.gov](mailto:EmpireStation@esd.ny.gov) for handling

---

**From:** Edward Hamilton <ehamilton@datacationdevelopmentgroup.com>

**Sent:** Monday, July 18, 2022 11:53 AM

**To:** esd.sm.nys-nyc <nys-nyc@esd.ny.gov>

**Subject:** Alternative Proposal Penn Station Redevelopment

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Empire State Development Corporation,

My name is Edward Hamilton, founder of DataCation Development Group, I have sent prior correspondence to several members of the Empire State Development Corporation starting as far back as March of this year outlining my alternative proposal. I have put together the alternative proposal for the redevelopment of Penn Station and feel it should have the opportunity to be reviewed before the vote to approve the current proposal slated to be voted on July 21st.

I have attached an overview of my alternative proposal, the project site map, and an overview of the DataCation Development Group. I look forward to speaking with someone to discuss in further detail.

Best,

--

**Edward H. Hamilton**

Founder

DataCation Development Group

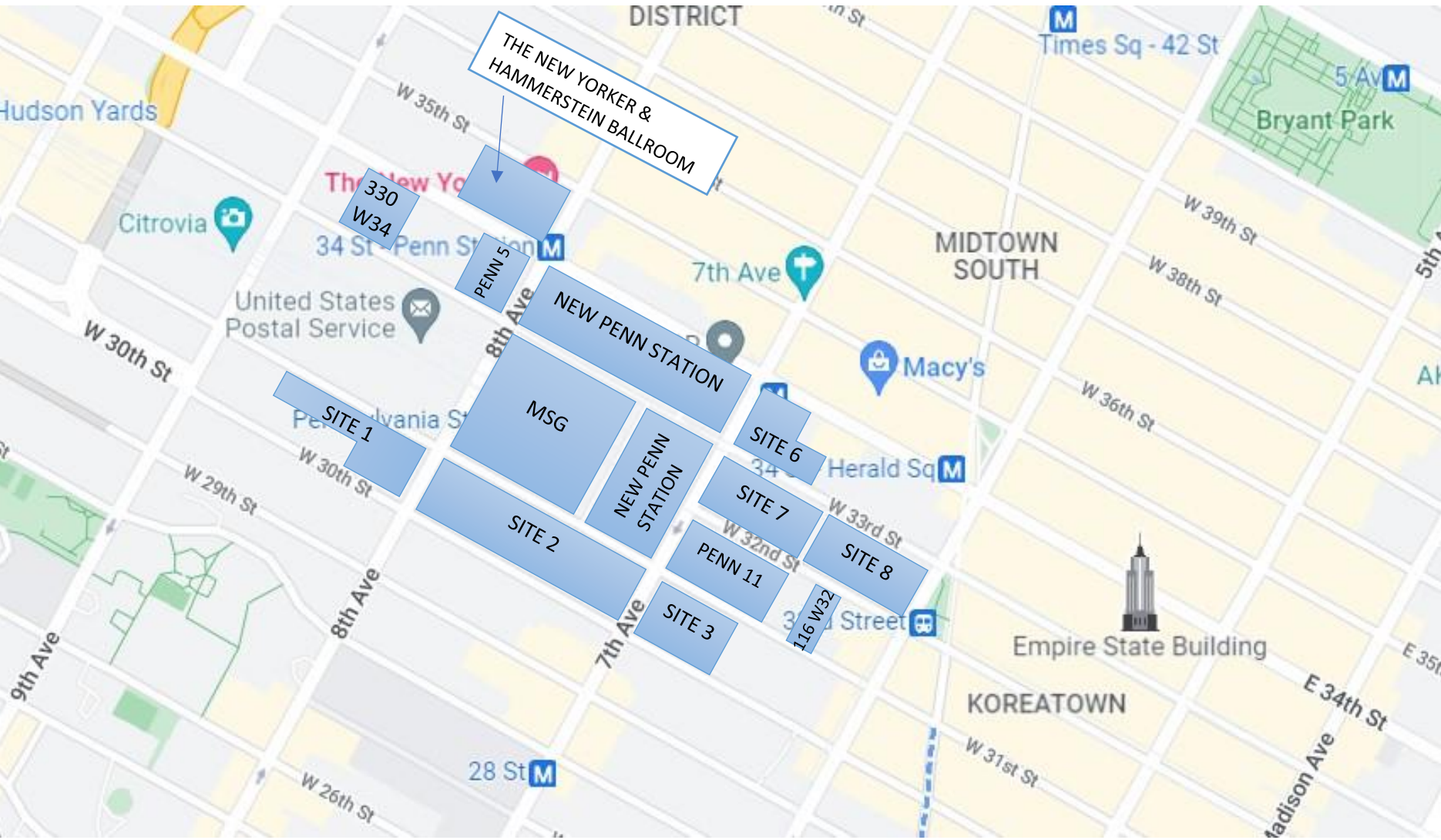
265 Sunrise Highway

Suite 1-360

Rockville Centre, New York 11570

(516) 698-1274

[ehamilton@datacationdevelopmentgroup.com](mailto:ehamilton@datacationdevelopmentgroup.com)



THE NEW YORKER &  
HAMMERSTEIN BALLROOM

330  
W34

PENN 5

NEW PENN STATION

MSG

NEW PENN  
STATION

SITE 6

SITE 7

PENN 11

SITE 3

SITE 8

116 W32

SITE 1

SITE 2

Times Sq - 42 St

5 Av

Bryant Park

MIDTOWN  
SOUTH

Macy's

Herald Sq



Empire State Building

KOREATOWN

28 St

Madison Ave



# DATAcATION DEVELOPMENT GROUP

## COMMUNITY INNOVATION DISTRICT

A “UNIVERSITY VILLAGE CAMPUS” PROJECT

EDWARD H. HAMILTON





# WHAT IS DATACATION?

- DATACATION EDUCATION
- DATACATION DATA
- THE DATACATION FOUNDATION
- UNIVERSITY VILLAGE

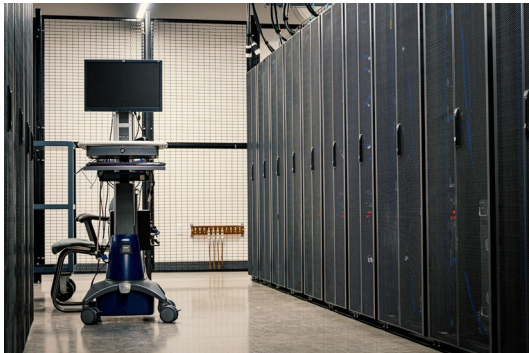


# DATACTION EDUCATION

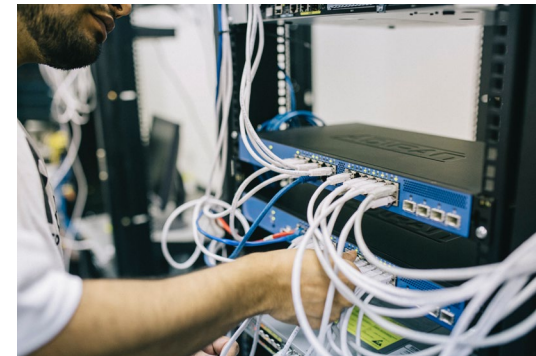


- DataCation Education is a not-for-profit organization that is the cornerstone of what makes University Village a hub for opportunity in any community where it is located. The mission of DataCation Education is to provide a focused curriculum of the fundamentals, as well as the most advanced concepts in each field it provides. This will begin in pre-school with makerspace classes and the proper level of introductions deemed appropriate for that age group. As the students move through elementary school the curriculum will remain as broad as possible, so that students are introduced to the many opportunities that are available to them.
- As the students enter middle school, it will begin to focus on the basics to allow students to move forward into the greater complexities of technology and biotechnology. High school will incorporate both the education aspect, including ethics and art and the human resources tools to enter the workforce. To provide graduates with the certifications and life skills required to make each student an asset, employees that companies need in their chosen fields. Students that graduate from DataCation Education will have achieved national certifications in the chosen fields, as well as the potential to have already secured a position with a firm, or internships leading to a job or acceptance into a college of their choice.
- The DataCation Education facility will operate during regular school hours, following a BOCES model, where students will spend half of their day in their regular high school and half their day at the DataCation Education facility. This will allow for two sessions per day to offer more opportunity to students who want to pursue these fields. After school hours will provide classes for veterans, children in foster care, adults, and people with physical and mental disabilities.
- The facility will be open throughout the evening for those students who attend classes during the day to provide a place to obtain additional tutoring, a place to relax, study or engage in physical activity. It will also be a place to find quiet time and perhaps grab something to eat. DataCation will provide the transportation for students after regular busing hours are no longer operational.
- DataCation Education will also be working with the federal government and private corporations to provide the process that leads to top secret clearance in order to both provide the required qualifications for DataCation Education's graduates entering existing top secret programs and provide cost savings to the federal government and private corporations. This program will provide an additional benefit to assist graduates in securing employment prior to graduation.

# DATACTION DATA



- DataCation Data is a not-for-profit organization that provides data centers that work hand in hand with the DataCation Education facilities. They will be located near the DataCation Education facilities on the University Village Campus. Tenants will have the opportunity to house their servers within the DataCation Data facilities to help maintain or reduce latency times for their individual operations. The revenue from DataCation Data will be used to fund the operations of DataCation Education, so that it will not solely rely on outside donations to be operational.





# THE DATACATION FOUNDATION

- The DataCation Foundation is a not-for-profit foundation that will be responsible for the fundraising operations to support DataCation Education and DataCation Data with any additional funding requirements needed to maintain operations.

THE DATACATION FOUNDATION  
EDUCATING TODAY'S YOUTH FOR TOMORROW'S CAREERS

# UNIVERSITY VILLAGE

- The University Village project is a for profit entity operating under DataCation Development Group. Although the original thought for University Village was to resemble a traditional campus, it has been redesigned to be constructed in either a traditional campus setting or interwoven into the fabric of the city or town in which it is being located.
- University Village is designed to provide a community with educational facilities and corporate tenants that will work symbiotically for the overall success of the community and corporate partners. Each campus will provide similar opportunities and facilities, each city or town may have additional facilities based on the needs or industries in each location.



# UNIVERSITY VILLAGE STANDARD FACILITIES

- DataCation Education Facilities (High School/Middle School Level)
- DataCation Data Facilities
- Lab & Research Facilities
- Start-Up/Incubator Space
- Next Level Start-Up Facilities
- Workforce Development Facilities
- Light Manufacturing Facilities
- Commercial/Residential/Retail Space
- Senior Citizen Housing
- Veterans Housing
- Community Healthcare Facilities
- Graduate/Post-Graduate Housing
- Performing Arts/Education Facility
- Parks/Open/Green Space
- Designed as a Live/Work/Play Environment
- Nano-Fabrication Facility
- Chip Foundry

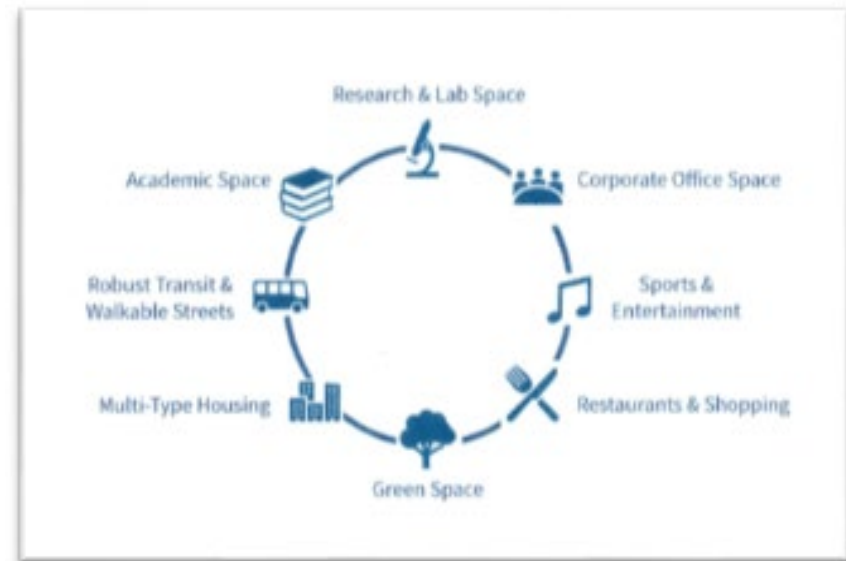


# UNIVERSITY VILLAGE PURPOSE

- The focus of University Village's residential community is to provide the overwhelming majority of apartments as affordable/below market rate housing. University Village is designed to be a community where newly graduated college students, young families starting out and people just entering the workforce can live in a growing, vibrant setting. This philosophy is designed to keep the next generation of young people in the community and put an end to the "brain drain" dilemma, as well as providing opportunities to a vastly underserved population. DataCation Development Group wants to be a catalyst in changing the negative economic conditions, high unemployment, access to only low wage jobs, high crime and the breakdown of the family structure that continues in communities throughout the country.
- In some communities, DataCation Development Group may be involved with the creation of low-income housing that will be a part of a University Village community.

# THE VISION

- Using the University Village Campus concept as the foundation for the Community Innovation District, the DataCation Development Group envisions what people will see as they enter the campus. They will see restaurants and retail stores with three to four story apartment buildings above them. They will walk along tree lined streets and have easy access to open green spaces, with people sitting on blankets with their friends and families, walking dogs and riding bicycles. There will be multiple apartments and commercial buildings as they move through the campus; buildings will contain residence for senior citizens, veterans and college students; who will be studying applied science, engineering, nursing, computer sciences and the bio-sciences at the college, graduate and advanced levels.
- Moving further through the campus, they will see new bio-science and research facilities being used by local universities, large bio-tech and research firms, hospitals, and healthcare networks; as well as start-up companies. Looking further through the campus they would come upon the corporate headquarters of a major bio-technology/life sciences firm and a second headquarters for a major Fortune 1000 company.
- Mixed in with these corporate headquarters, research facilities, residences and retail locations is a DataCation data center and educational building, as well as a facility for start-up firms and space devoted to incubators for both high tech and bio-tech. At the center, there will be a shopper's village with a new boutique hotel added to the surrounding footprint. Interwoven throughout the University Village Campus will be green space, parks and plenty of trees.



# THE CONCEPT

- The concept behind University Village was to create a “smart city” community where one could work, live and play all within walking distance, but also a community where every corporation, research firm, hospital and data center/education piece would work with each other symbiotically. The strength and sustainability of the campus relies on all of the pieces working together as one to benefit all involved. The entire site will be supported by a brand new fiber optic network.



- University Village is intended to be a more pedestrian friendly environment; with as little motor vehicle traffic as possible. We will research new connections to mass transit and parking will be available, but minimized to encourage walkability and the use of bicycles. This will allow for the maximum amount of green space and a long term sustainable campus. All aspects of a “smart city” plan – energy efficiency, attention to natural resources, green building design, clean mobility and sensitive land use – will be mandated to ensure the campus is a model of how good design can improve the lives of those who work, live and play there.
- The technology used to power all of these wonderful facilities will be cutting edge, green, sustainable technologies with the purpose of operating as close to zero emissions as possible. DataCation Development Group will research the use of wind, solar, micro-grid technology, geo-thermal systems as well as LED lighting, water capturing innovations and the introduction of other cutting edge technologies to find the right mix for a zero energy campus.

# THE GOAL

- DataCation, working with its partners, will develop a comprehensive diversity inclusion plan for the design and construction phase through post construction phase of the proposed University Village Campus. The plan is designed to provide equal opportunity to traditionally disadvantaged groups. We also intend to engage a work force that reflects the local region.
- While achieving diverse and inclusive participation of certified minority, women and disabled owned businesses, DataCation intends to be more far reaching by also including Veteran Business Owners, small business owners, local business owners and disadvantaged business owners.
- DataCation and its partners already maintain a comprehensive list of certified minority, women and disabled owned business. We continue to identify potential minority designated vendors and develop lasting relationships. We will also continue to identify and engage potential post construction partners. We will have outreach programs and host subcontractor opportunity events. We also will reach out to the local Office of Economic Opportunity supporting minority, women, and disabled-owned businesses.

# THE EVALUATION

- The initial concept for DataCation Development Group's University Village Campus started with a defined campus where technology and bio-technology would be allowed to grow organically along with medium to large corporations aiding in this growth. As the organic growth became something more concrete, it would then begin to aid in those medium to large corporations growth. The University Village Campus will create more opportunities for people to find careers in industries they may have never considered or may have never had the opportunity to experience outside of the Community.
- DataCation Education facilities will allow this opportunity to flourish within the University Village Campus setting, but also flourish where the opportunities in technology and bio-technology may never have been discussed or considered. What the Community will allow for is the expansion of technical education to move from the University Village Campus out into the surrounding neighborhoods and beyond. The Community Innovation District has a real opportunity to create a major impact on residents and the next stage of employment opportunities. We believe DataCation Development Group's University Village Campus will be the platform that will allow the next stage of employment opportunities to begin.



# FUNDING

- Pfuma is a registered and regulated Family of Funds. We can be described as a **SPECIALTY FINANCE IMPACT INVESTOR** on a global basis. We are a long-term investor looking to create social benefits in the countries and projects in which we invest. Our largest and most prominent fund is the world's original Smart City Capital Fund which focusses on the build out of high tech, green and sustainable urban value ecosystems.

Our mandate is to invest in major infrastructure project(s) without creating the burden of debt wherever possible. It is our desire to increase local and regional GDP, and employment and skills training while at the same time utilizing the latest in green, proven technologies. These intentions are to create hope for families and future sustainability among underserved communities.



# EDWARD H. HAMILTON

- The original idea to develop a project to help bring opportunities to an underserved population, discovered through personal conversations, began in 1991 while attending Fordham University. I was working on a self-developed study under the guidance of Dr. Mark Naison to prove that the breakdown of the family structure in our underserved communities was based on economics and not race. I witnessed my theory in real life beginning in 1997 while working for the Police Department of the City of New York. It would take more than ten years, but eventually it would materialize as the DataCation Development Group and its University Village project.
- As I began my career with the police department, I had the opportunity to interact with people from all walks of life. Those interactions led to conversations that dealt with living and growing up in conditions that were not always conducive to success. The conversations also brought to light the fact that many felt opportunities at an early age would have helped to set them on a much different path than the one they were currently travelling. From those conversations I felt there had to be a way to provide opportunities to people who wanted access to pursue their dreams, even if they did not necessarily have the guidance or means by which to follow those dreams.
- As my career continued, I kept those discussions going with people I encountered. In 2008 I sustained a line of duty injury and was informed of long-term health problems from my time at Ground Zero. I retired from the police department due to those injuries in 2010 and found myself with the time needed to concentrate on finalizing those concepts and solutions that I believe has a potential to make a real difference. DataCation Development Group and all its entities are the result of my effort to find solutions.
- The primary objective of DataCation Development Group is to provide opportunity for middle- and low-income students, as well as those from the community to build success in a positive environment. DataCation Education will educate students and the community in the fields of engineering, technology, and biotechnology, including ethics and art, as well as workforce development training. The long-term benefits will be supported by corporations, government agencies and the overall community as they work towards their dreams.



# BOARD OF ADVISORS

## ■ Gil Ben-Ami PE

- Mr. Ben-Ami is the Managing Principal at Highland Associates and is a resident of Nassau County. Gil's professional expertise and reputation are well regarded in the Data Center Industry. His firm has designed data centers for some of the most prolific data center developers in the country as well as many Fortune 100 firms. His clients include Morgan Stanley, Goldman Sachs, Digital Realty trust and JP Morgan Chase, just to name a few.

## ■ Michael Carron

- Mr. Carron co-founded the TLM Group in 1999 and created a firm with a unique multidisciplinary approach to Project Management in the data center construction arena. Mr. Carron is a resident of Nassau County and brings to the table a wealth of experience in the construction of data center campuses for firms such as Facebook, Microsoft as well as many enterprise users such as Goldman Sachs, Morgan Stanley, JP Morgan Chase, BlackRock and Royal Bank of Canada.

## ■ Jaime Holcombe

- Mr. Holcombe is CIO at the US Patent and Trademark Office with 20+ years in the commercial and government contracting markets leading Fortune 500, Turnarounds, and Startups in double-digit YOY revenue growth, multi-million-dollar cost savings, and product/service expansion. Jamie has led the way in delivering secure encrypted communication networks for multiple corporations but is most proud that he graduated first in his class at West Point Military Academy in the Computer Science program.

## ■ Ed O'Brien

- Mr. O'Brien founded Advanced Business Communications in 1986 but has been in the telecommunications industry since before the divestiture of the phone company in 1984. Ed's technical expertise includes state of the art fiber cable solutions, engineering and design assistance to clients, consultants and contractors and infrastructure support systems. His firm is the NY regional representative for Corning, a premier fiber optic cable manufacturer.

## ■ John Zanzano PE

- Mr. Zanzano is a Managing Partner at EYP Mission Critical Facilities group and specializes in the design of data centers on a global basis. John's firm has performed design and commissioning services globally for over 3 decades, providing world class mission critical solutions for some of the most notable clients in the financial, telecommunications, technology, and government agencies.

# DEVELOPMENT TEAM INFORMATION

## TLM Group

- TLM Group is committed to being on the forefront of the latest technologies and building techniques. We are leaders in data center construction industry around the world but we are more than data centers.



- TLM Group has been providing premier Owner Representation and Project Management services since 1999. We provide dedicated services to a wide range of clients in the mission critical, financial, educational, non-profit, corporate and healthcare industries. TLM Group offers the highest level of non-partisan project management services for the construction projects beginning at the conceptual planning phases and continuing through to the completion of the project.
- The TLM Group team consists of project managers that are dedicated engineers and architects that have worked on an extensive range of construction projects. Our team has a diverse background with experience in general construction, facilities management, information technology, engineering, architecture, and design, which enables us to manage a wide variety of projects.



# DEVELOPMENT TEAM INFORMATION

## JLL

- JLL (NYSE:JLL) is a leading professional services firm that specializes in real estate and investment management. A Fortune 500 company, JLL helps real estate owners, occupiers and investors achieve their business ambitions. In 2016, JLL had revenue of \$6.8 billion and fee revenue of \$5.8 billion and, on behalf of clients, managed 4.4 billion square feet, or 409 million square meters, and completed sales acquisitions and finance transactions of approximately \$145 billion. At the end of the third quarter of 2018, JLL had nearly 300 corporate offices, operations in over 80 countries and a global workforce of over 80,000. As of September 30, 2018, LaSalle Investment Management had \$59.0 billion of real estate under asset management. JLL is the brand name, and a registered trademark, of Jones Lang LaSalle Incorporated. For further information, visit [ir.jll.com](http://ir.jll.com).
- JLL was formed in 1999 by the merger of LaSalle Partners (est. 1968), a Chicago-based publicly traded company, and Jones Lang Wootton (est. 1783), a London-based international company. Building on Jones Lang Wootton's international strength in Europe and Asia Pacific and LaSalle's depth in North America, JLL blended two companies with complementary market presence, rich histories of service to clients and cultures of employee development and retention.
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# DEVELOPMENT TEAM INFORMATION

## HLW

- Our mission at HLW is to question the norm, design with passion, and build what's next. We were established in 1885 and have continuously evolved to stay at the forefront of architecture and design. From designing the first dedicated telephone building in New York City to our current work with mega tech companies, HLW has a legacy of combining elegant aesthetics with innovative technologies. We like to say at HLW that our work tells your story. With this in mind, we avoid a 'one size fits all' approach. We believe that by developing a deep knowledge of your organization and where it aims to be in the future, we can deliver a space that reflects your mission, culture, and values.
- HLW has assembled a global team of creatives, thought provokers, designers, and doers. We continually challenge ourselves to reach beyond their imagination to create places that enhance the user experience. Through discovery and design, we actively explore diverse ideas and cultures. Every client is different and each project expresses unique goals and aspirations. Together, we create places that connect, engage and inspire.



- Our experience with campus master planning is rooted in a rich array of successful experiences with corporate and institutional organizations as well as research and development companies. The winning strategies and planning principles generated, as a result of this expansive portfolio of work, overlap and inform one project and are carried into the next. In all cases, our overriding objective is the create a framework for strengthening the “clusters” of existing or proposed buildings to create and integrated campus.
- HLM’s collaborations involving campus environments have often extended over many years. For instance, we have worked with Google and with Univision for most of the last decade. In the case of Alcatel-Lucent, our work on the Murray Hill, NJ campus has historical significant; in the early 1940s, HLM designed the original Bell Labs “Idea Factory.” More recently, HLW created a master plan for the developed and evolved on a global stage.
- We have supported and helped prepare our clients to effectively and efficiently operate within the constraints of a physical campus, but with a global perspective. Existing brick and mortar is in service of a program that reaches and influences beyond campus borders, state lines, and even international boundaries.

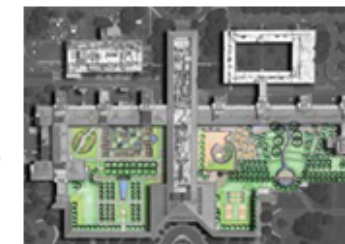
#### Select Master Planning Clients List

20th Century Fox Studios  
 Alcatel/Lucent  
 Blue Cross & Blue Shield of New Jersey  
 City of Charleston, South Carolina  
 City of Miami, Florida  
 City Planning Commission of New Orleans  
 ESPN, INC.  
 Forest City MetroTech Associates  
 Google  
 Lanid Corporation  
 Matsushita Electric Corporation of America  
 Miles Pharmaceuticals, Inc.  
 New York City, Department of Public Works  
 New York Times, The  
 Parr Development Company  
 St. John’s University  
 Town of Islip  
 U.S. Department of Commerce  
 Union Carbide Corporation and Affiliates  
 Univision/Fusion



**20TH CENTURY FOX**  
Los Angeles, CA 60 acres

Master Planning  
 Discovery  
 Architecture  
 Interior Design



**ALCATEL/LUCENT**  
New Providence, NJ  
300,000 sf

Master Planning  
 Architecture Landscape  
 Architecture



**ST. JOHN'S UNIVERSITY**  
Queens, NY  
2 M sf

Master Planning  
 Architecture Landscape  
 Architecture



**UNIVISION/FUSION**  
Doral, FL  
150,000 sf

Master Planning  
 Discovery  
 Architecture  
 Interior Design

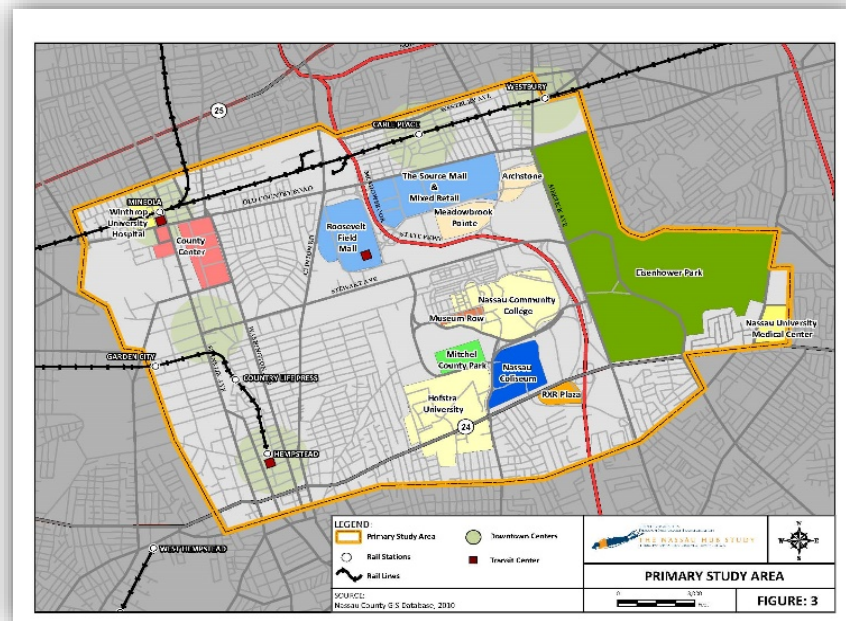


## MASTER PLANNING EXPERIENCE



# POTENTIAL UNIVERSITY VILLAGE CAMPUS DEVELOPMENTS

## Nassau County Hub, NY



## Philadelphia Navy Yard, PA





# THANK YOU

- Please contact Edward H. Hamilton for more information regarding DataCation Development Group's University Village Campus.
  - Email: [ehamilton@datacationdevelopmentgroup.com](mailto:ehamilton@datacationdevelopmentgroup.com)
  - Phone: 516-698-1274



**DATACTION DEVELOPMENT GROUP****PENN STATION and MIDTOWN SOUTH NEIGHBORHOOD REDEVELOPMENT PROPOSAL**

Edward H. Hamilton  
Founder  
DataCation Development Group  
April 11, 2022

DataCation Development Group and its affiliates will be looking to undertake one of New York City's largest and most impactful redevelopments in recent history. New York City has historically faced the continuous challenges of growing and changing while trying to maintain its historic neighborhoods that give it a specific "New York" feel. In recent times, that neighborhood feel has been steamrolled to create larger, more architecturally bland, taller, and cold buildings or buildings only designed to win architectural awards without concern for how they will fit into a neighborhood or drastically change that neighborhood forever. This trend expedites the removal of what has made New York City the place people want to be.

If we continue down this path, New York City will become just another city without its own distinct identity. The current proposal for Penn Station and its surrounding neighborhood does extraordinarily little to change that trajectory. Penn Station remains characterless, and the concept of ten super tall glass and steel high rises continues to kill New York City neighborhoods at the expense of the residents. DataCation Development Group is proposing a vastly different approach to the redevelopment of Penn Station and its surrounding neighborhood. It is a proposal that brings back the beauty and grandeur of Penn Station, the saving and redeveloping of the area's historic commercial buildings, as well as its churches, and apartment buildings. The plan will provide the required funding to demolish and rebuild a new Penn Station, acquire the necessary historic buildings, churches, Hudson Yards West, and Madison Square Garden Sports, Inc. without putting any burden on the taxpayers of New York State or New York City. The redevelopment will not look to price present residents out of their neighborhood, if those buildings are acquired by DataCation Development Group. We will do our best to hold discussions with other neighborhood building owners to keep the current residents in their buildings as well.

The largest property owner around Penn Station, Steven Roth of Vornado Realty Investment Trust, has a vastly different outlook on what it takes to redevelop neighborhoods or blocks within New York City. In a Politico Online article from April 10, 2022, written by Danielle Muoio-Dunn, states, “Steve Roth, while speaking at Columbia’s Graduate School of Architecture in 2010 recounted in a speech how he deliberately let the Alexanders department store on Manhattan’s Upper East Side sit vacant for more than three years before redeveloping it, even as his own mother complained of bums sleeping in the sidewalks of this now closed building.

And what did I do? Nothing, Roth said at the time. Why did I do nothing? Because I was thinking in my own awkward way, that the more the building was blight, the more the governments would want this to be redeveloped; the more help they would give us when the time came. And they did, Roth concluded.”

Amazingly, as the Politico article states, he is benefitting ten years later as he predicted with the Penn Station Redevelopment. At DataCation Development Group, we are looking to bring community benefitting projects without placing financial burden or long-term debt on the residents. This letter is only an overview to present my proposal. I look forward to meeting with all the stakeholders to discuss the project in greater detail. Please find a brief overview below.

Please review this brief overview of DataCation Development Group’s proposal to redevelop Penn Station and the Midtown South Neighborhood:

DataCation Development Group plans to work with the New York State Governor’s Office, the New York State Legislature, the New York City Mayor’s Office, the New York City Council, Vornado Realty Investment Trust, Madison Square Garden Sports, Inc, as well as community stakeholders. Once the discussion of funding is secured and the project proposal has been accepted, DataCation will begin with the acquisition of 1 Penn Plaza and 2 Penn Plaza, along with the Madison Square Garden Sports, Inc.

1 Penn Plaza and 2 Penn Plaza will be demolished to clear the property for the reconstruction of the new Penn Station. Madison Square Garden will have exterior work done to prepare its façade to match that of the new Penn Station. The construction of what we will temporarily call Penn Station – South, will include the original columned design that will cover from West 31<sup>st</sup> Street north to West 33<sup>rd</sup> Street along the western edge of Seventh Avenue. This design will continue west along West 31<sup>st</sup> Street to Eighth Avenue, North along the eastern edge of Eighth Avenue to West 33<sup>rd</sup> Street, where it will continue east, meeting with, the southwest corner of Seventh Avenue. The “Great Hall” will be immediately through the entrance to Penn Station along Seventh Avenue where it will open into a three-story atrium connecting the “Great Room” to the entrance of Madison Square Garden.

The area formerly West 33<sup>rd</sup> Street, from Seventh Avenue west to Eighth Avenue will be closed to vehicular traffic and reopen as an architecturally landscaped public square. The park will consist of green space, a variety of seating options, live musical performance stages, cafes, and restaurants. There will be a pedestrian bridge located near the western end of the park that crosses from Penn Station (North) into Penn Station (South) and Madison Square Garden.

The second building in the Penn Station Redevelopment, (Penn Station – North), will have the identical façade as that of the first building on Seventh Avenue from West 31<sup>st</sup> Street to West 33<sup>rd</sup> Street. This building will be located between Seventh Avenue and Eighth Avenue, from West 33<sup>rd</sup> Street to West 34<sup>th</sup> Street. The three-story atrium in the second building will run from Seventh Avenue entrance to the central spire. The central spire will cover the mid-section of the terminal, with the three-story glass atrium continuing south from the spire to the western end of the terminal, where it will meet with a ten to twenty story commercial or residential building. The second building will have a pedestrian bridge towards its western end that crosses from a street level entrance on 34<sup>th</sup> Street to the pedestrian bridge crossing over the public space from Penn Station - North to Penn Station - South and Madison Square Garden.

The entire layout of the new Penn Station will house retail tenants, performance stages to allow for live musical and theatrical performances, as well as multiple locations with seating for customers, tourists, and shoppers. Penn Station, which will be owned by DataCation Development Group, will have a long-term lease with each tenant, Amtrak, Long Island Railroad, and New Jersey Transit. There will be a more detailed presentation to follow as we move forward with discussions.

With Penn Station being the priority, it will be the first phase to be started. As Phase 1 is moving forward, it will be determined when each additional phase will begin. The buildings being considered for acquisition may change from those mentioned in this proposal depending on how the acquisition process moves forward.

The order in which each building is acquired may also be slightly different than the way it is laid out in this proposal, which will also be based on how the acquisition process moves forward. It will be important to begin the acquisition process for 11 Penn Plaza, 116 West 32<sup>nd</sup> Street, 330 West 34<sup>th</sup> Street, 5 Penn Plaza, the New Yorker Hotel, as well as sites 1 through 8 that are part of the Governor's proposal.

11 Penn Plaza would remain as a commercial building, while 116 West 32<sup>nd</sup> Street will be acquired to make sure the footbridge that crosses over West 32<sup>nd</sup> Street remains untouched. 330 West 34<sup>th</sup> Street and 5 Penn Plaza would also remain commercial buildings. The New Yorker Hotel would partially remain a hotel, with the remainder being converted to residential. DataCation Development Group is also planning to speak with concerned parties about acquiring property on the west side of Manhattan to construct a professional soccer stadium. As of this letter, there has been no discussion with any party potentially involved.

To highlight the property indicated by the Governor's plan to be developed, I will use the Site 1 through Site 8 indication to show what each of those acquisitions may become:

- Site 1, located along the west side of Eighth Avenue between West 30<sup>th</sup> Street and West 31<sup>st</sup> Street will be developed to be part of the neighborhood, instead of overwhelming the neighborhood. It will house a workforce development facility, which will house full size training facilities to educate facility engineers. It will also house lab and research facilities, as well as commercial and retail space.
- Site 2, located between Seventh and Eighth Avenue and West 30<sup>th</sup> Street and West 31<sup>st</sup> Street, is an entire block designated for redevelopment. DataCation Development Group will not be looking to demolish this entire block. The block will be broken down into what buildings have historical status and which buildings may be redeveloped, remain intact as is, or be demolished for improvement necessities. Site 2 will house a DataCation Education facility, as well as residential and commercial additions.
- Site 3, located along the east side of Seventh Avenue, between West 30<sup>th</sup> Street and West 31<sup>st</sup> Street, will remain intact, but may include changes in its purpose. The hotel will remain in a portion of the building, with residential or commercial space being added. The exterior of the building will remain intact, with only maintenance and needed upgrades being considered.
- Site 4 and Site 5, located between Seventh and Eighth Avenue and West 33<sup>rd</sup> Street and West 34<sup>th</sup> Street, will be demolished to construct the second building, Penn Station - North. There may be a commercial or residential building added to the western end of this building.
- Site 6, located along the east side of Seventh Avenue, between West 33<sup>rd</sup> Street and West 34<sup>th</sup> Street, will be developed to house retail at the ground level, with possible commercial or residential units.
- Site 7, located along the east side of Seventh Avenue, between West 32<sup>nd</sup> Street and West 33<sup>rd</sup> Street, is the famed Hotel Pennsylvania and this presents an opportunity to save this landmark while breathing new life into it.

The possibility of a new hotel, along with residential and commercial space could be a reality. With what has been going on presently inside of the building, DataCation would do its best to try to restore the original grandeur the building once possessed.

- Site 8, located along the west side of Sixth Avenue, between West 32<sup>nd</sup> Street and West 33<sup>rd</sup> Street, would have its original façade restored and its interior would house DataCation Data, a working data center, lab and research facilities, commercial space, start-up space, as well as DataCation Education facilities. Site 7 and Site 8 share the entire block on which they are located.

DataCation Development Group believes strongly in its mission, to bring community benefitting developments without placing debt or financial burden on a community. The proposal presented by New York State is structured through debt and that debt will always find its way back to the taxpayers. The work currently being done on Penn Station, as well as the proposed future work will not make the aesthetic impact promised and it requires the destruction of the entire neighborhood surrounding Penn Station.

I would like the opportunity to speak with everyone, either individually or as part of a group, to further discuss the details of DataCation Development Group's proposal. Discussions will include my funding, an outline of all buildings that may be involved in this redevelopment, infrastructure requirements, and projected timelines. As we move to the next level of discussion, there will be drawings and architectural renderings to have a greater understanding of the vision for this project.

DataCation Development Group fully understands the magnitude of this project and the effect it will have on the City of New York, the State of New York, all the stakeholders involved with the operation of Penn Station, the residents of the tri-state area, those that live and work in New York City, and more importantly the residents of the midtown south neighborhood.

We look forward to bringing this once in a lifetime project to New York City.

**From:** Sébastien Theunissen <[REDACTED]>  
**Sent time:** 07/18/2022 03:00:31 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

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With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily.

A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable.

Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families.

And, crucially, the Station is completely unfit to meet the needs of disabled New Yorkers with only offers 2 elevators that connect to street level. The addition of 18 more escalators and 11 new elevators would address critical accessibility needs at the station. Public transportation must be built for commuters of all abilities—and the Governor's plan helps us do just that at Penn Station.

Outside Penn, homelessness and crime have become serious issues in the neighborhood. Meanwhile there are few spaces open to the public that befit a renowned regional transit hub.. The new plan for Penn will revitalize the surrounding district with transformative neighborhood improvements including 8 acres of new public space, nearly 2000 new units of housing, increased connectivity to transit and widened sidewalks.

We have a once-in-a-generation opportunity to improve our nation's busiest transit hub. This is an investment whose impact and benefits will be felt for decades to come. The new Penn Station will be a symbol that New Yorkers can be proud of and look to as we rebuild our region following one of the toughest periods in modern history.

Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

Sebastien Theunissen

**From:** Lorraine Tavarez <ltavarez@masontenders.org>  
**Sent time:** 07/18/2022 03:18:00 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** Mike Hellstrom (mhellstrom@masontenders.org)  
**Subject:** Support for Approval of Penn Station Area Civic & Land Use Improvement Project  
**Attachments:** DOC071822-07182022151310.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

To Whom it May Concern—attached is forwarded on behalf of Mike Hellstrom.

Best,

Lorraine Tavarez

*Assistant to the Business Manager -Bookkeeper*

**Mason Tenders District Council  
of Greater New York & Long Island**

520 8th Avenue, Suite 650

New York, NY 10018

P: 212-452-9411

F: 212-452-9499





Michael Hellstrom

BUSINESS MANAGER

mhellstrom@masontenders.org

• General Building Laborers

Local 66

• Asbestos, Lead &

Hazardous Waste Laborers

Local 78

• Construction & General

Building Laborers

Local 79

• Waste Material, Recycling &

General Industrial Laborers

Local 108

• Lay Faculty Association

Local 1261

Laborers' International

Union of North America,

AFL-CIO

Affiliated with:

Building & Construction Trades  
Council of Greater New York

New York City Central  
Labor Council

Building & Construction Trades  
Council of Nassau  
& Suffolk Counties

New York State AFL-CIO

# Mason Tenders District Council

O F G R E A T E R N E W Y O R K & L O N G I S L A N D

July 18, 2022

Directors of the New York State Urban Development  
ESD@esd.ny.gov <ESD@esd.ny.gov>

To Whom it May Concern:

I write on behalf of the Mason Tenders District Council of Greater New York (the "MTDC"), a coordinating council of Laborers' locals in New York City, to express our support for the approval of the Pennsylvania Station Area Civic and Land Use Improvement Project, to be built under a Project Labor Agreement covering work both on Penn Station and the related projects developing the surrounding neighborhood.

The project plan will be hugely beneficial to the midtown area of which, I should note, the MTDC is a longtime resident. It will:

- renovate the existing main Station to improve access and circulation creating a safe and easier way for passengers to navigate throughout the concourse;
- incorporate new entrances and access points as well as enhance the surrounding streetscape, address open spaces, and pedestrian, bicycle, and vehicular circulation;
- result in the development of ten (10) new buildings that will allow for up to 1800 residential units with 540 intended to be permanently affordable; and
- generate Class A commercial office, retail, and potentially hotel space as well as improve open public space around the Penn Station neighborhood.

Most importantly from the perspective of the MTDC, the project will create a substantial number of construction jobs for workers which must include a requirement that all construction work be performed under a project labor agreement. This would ensure that the construction workers employed on this project receive family sustaining wages as well as medical and retirement benefits. A project labor agreement would further afford apprentices opportunities to advance their careers while providing city residents entry into the construction industry through Building Trades' pre-apprentice and apprenticeship programs.

This project has the potential to revitalize and modernize our City, improve our transportation, and create middle class jobs for our members in the process. A project labor agreement with the Building and Construction Trades Council will help this project reach its full potential.

Thank you for your consideration of this matter.

Sincerely,

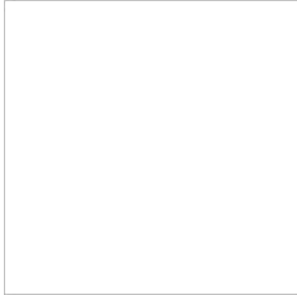
A handwritten signature in black ink, appearing to read "Mike Hellstrom", with a large, stylized initial "M" and a long, sweeping horizontal stroke.

Mike Hellstrom

**From:** Santos Rodriguez <srodriguez@nycbuildingtrades.org>  
**Sent time:** 07/19/2022 07:10:22 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** Santana, Angel (ESD) <Angel.Santana@esd.ny.gov>  
**Subject:** ESD Directors' Meeting - Written comments/testimony  
**Attachments:** image001.png Testimony in support of Pennsylvania Station Area Project 7\_18\_2022.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good morning ESD Directors',  
Please see the attached testimony on behalf Gary LaBarbera regarding the Penn Station Redevelopment Project.  
Thank you,  
Santos Rodriguez  
Director of Community Affairs & Strategic Initiatives  
Building & Construction Trades Council of Greater New York  
350 West 31st Street, Suite 700  
New York, NY 10001  
Tel: (212)647-0700 | Fax: (212)647-0705 | Cell: [REDACTED]





**BUILDING &  
CONSTRUCTION  
TRADES COUNCIL  
OF GREATER NEW YORK**

**GARY LaBARBERA**  
PRESIDENT

— AFFILIATED WITH THE  
BUILDING CONSTRUCTION TRADES DEPARTMENT  
OF WASHINGTON, DC  
—  
BUILDING AND CONSTRUCTION TRADES COUNCIL  
OF NEW YORK STATE  
—  
AMERICAN FEDERATION OF LABOR OF CONGRESS  
OF INDUSTRIAL ORGANIZATION

## TESTIMONY

On behalf

**BUILDING AND CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK AND  
VICINITY**

In Support of the Pennsylvania Station Area Civic and Land Use Improvement Project  
July 18, 2022

I am Gary LaBarbera, President of the Building and Construction Trades Council of Greater New York & Vicinity. Thank you for the opportunity to submit this testimony in support of the Pennsylvania Station Area Civic and Land Use Improvement Project.

The Building and Construction Trades Council is an organization of local building and construction trade unions that are affiliated with 15 International Unions in the North American Building Trades Union. Our local union affiliates represent approximately 100,000 union construction workers. The Building Trades mission is to raise the standard of living for all workers, to advocate for safe work conditions and to collectively advance working conditions for our affiliates' members, as well as all workers in New York City.

The Pennsylvania Station Project is a comprehensive redevelopment initiative that could revitalize the entire area around Penn Station. The renovation of the existing main station will improve access by adding 18 new escalators and 11 new elevators to platforms as well as more entrances and exits. These improvements will facilitate the goal of doubling the circulation for commuters and travelers, double the amount of floor space on the main concourse, and provide for higher ceilings that will improve the experience of commuters and visitors. These renovations will increase safety and security, make it easier for passengers to navigate through the station and connect to their destinations, and consolidate support functions. It will incorporate new entrances and access points as well as enhance the surrounding streetscape, address open spaces, and pedestrian, bicycle, and vehicular circulation.

Furthermore, the project will result in the development of ten (10) new buildings. It will allow for up to 1800 residential units with 540 intended to be permanently affordable. 162 permanently affordable units will be developed in one of the new buildings alone. The plan will also generate Class A commercial office, retail, and potentially hotel space as well as improve open public space around the Penn Station neighborhood.

In addition to improving transit access and circulation, creating new residential, commercial, and public space, this project will create a substantial number of construction jobs for workers. The General Project Plan should include a requirement that construction work must be performed under a project labor agreement. This would ensure that the construction workers

employed on this project receive family sustaining wages as well as medical and retirement benefits. It would also provide opportunities for individuals in apprenticeship programs to develop their skills through work experience in the industry. Additionally, performing construction work under a project labor agreement would provide opportunities to New Yorkers of all walks of life through our Apprenticeship Readiness Collective. These pre-apprentice programs – The Edward J. Malloy Initiative for Construction Skills, Helmets to Hardhats, Nontraditional Employment for Women, and Pathways 2 Apprenticeship - recruit in different demographic areas of New York City and provide entry level access to work in the construction industry, training, and preparation for a career and a future in construction work. A project labor agreement would ensure that the potential benefits of this project are fully realized.

With a Project Labor Agreement with the Building and Construction Trades Council, this project has the ability to provide real opportunity to New Yorkers through the creation of construction jobs with union wages and benefits. The Building and Construction Trades Council of Greater New York and Vicinity supports the use of a Project Labor Agreement for the Pennsylvania Station Area Project and projects like it. This project has the potential to revitalize and modernize our City, improve our transportation, and create middle class jobs for our members in the process. A project labor agreement with the Building and Construction Trades Council will help this project reach its full potential.

We thank you again for this opportunity to testify in support of the use of a project labor agreement for this Project.



**From:** Markwallem <[REDACTED]>  
**Sent time:** 07/19/2022 09:02:40 AM  
**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3 <district3@council.nyc.gov>; info@manhattanbp.nyc.gov; Gottfriedr <gottfriedr@nyassembly.gov>; Paulina <paulina@nyassembly.gov>; Speaker <speaker@nyassembly.gov>; lkrueger@nysenate.gov; Comrie <comrie@nysenate.gov>; scousins@nysenate.gov  
**Cc:** jackson@nysenate.gov; Delossm <delossm@nyassembly.gov>  
**Subject:** Penn Station

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

I strongly support the efforts of Fix Penn Station. Let's get this done! Thank you.

Mark Wallem  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Yicheng Wang <[REDACTED]>

**Sent time:** 07/19/2022 10:04:44 AM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation<empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station. Penn Station was once one of the crown jewels of our city—not just the most important transit hub in the region but an architectural gem. Since the 60s it has fallen into the disrepair commuters have grown accustomed to—a dilapidated basement of a station almost universally reviled by the 600,000+ riders it serves every day. With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York. This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily. A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable. Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families. And, crucially, the Station is completely unfit to meet the needs of disabled New Yorkers with only offers 2 elevators that connect to street level. The addition of 18 more escalators and 11 new elevators would address critical accessibility needs at the station. Public transportation must be built for commuters of all abilities—and the Governor's plan helps us do just that at Penn Station. Outside Penn, homelessness and crime have become serious issues in the neighborhood. Meanwhile there are few spaces open to the public that befit a renowned regional transit hub.. The new plan for Penn will revitalize the surrounding district with transformative neighborhood improvements including 8 acres of new public space, nearly 2000 new units of housing, increased connectivity to transit and widened sidewalks. We have a once-in-a-generation opportunity to improve our nation's busiest transit hub. This is an investment whose impact and benefits will be felt for decades to come. The new Penn Station will be a symbol that New Yorkers can be proud of and look to as we rebuild our region following one of the toughest periods in modern history. Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine. Sincerely,



**From:** Paul Zettl <[REDACTED]>  
**Sent time:** 07/19/2022 10:05:02 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

Sent from my iPhone

**From:** Maribel Herrera <[REDACTED]>  
**Sent time:** 07/19/2022 10:05:33 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

**From:** Lynne Mazza <[REDACTED]>  
**Sent time:** 07/19/2022 10:06:39 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,  
Lynne Mazza

Sent from Lynne's iPhone  
Inviato dal mio iPhone  
Envoyé de mon iPhone

**From:** Michael Donaldson <[REDACTED]>  
**Sent time:** 07/19/2022 10:07:41 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
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Sincerely,

**From:** Jonathan Baron <[REDACTED]>  
**Sent time:** 07/19/2022 10:09:25 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
Jonathan Baron  
[REDACTED]  
[REDACTED]

**From:** Mir N <[REDACTED]>  
**Sent time:** 07/19/2022 10:09:04 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
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Sincerely,  
Mirwais Noory

**From:** Kenneth Sommer <[REDACTED]>  
**Sent time:** 07/19/2022 10:10:42 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,

Kenneth A. Sommer, Esq.  
Attorney at Law  
100 West 31st Street, No. 45L  
New York, New York 10001  
Telephone: (212) 967-5383  
Mobile: [REDACTED]  
Email: [REDACTED]

Sent from my iPhone

**From:** Tim Legg <[REDACTED]>

**Sent time:** 07/19/2022 10:11:27 AM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com

**Subject:** Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Hello, As a resident that lives a couple of block west of Penn Station, works a couple of blocks south of Penn Station and uses Penn Station on a regular basis I am thrilled to hear that there is a plan to transform it into a most useful and functional place. I'm one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

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Sincerely,



**From:** Claibourn Hamilton <[REDACTED]>

**Sent time:** 07/19/2022 10:11:00 AM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com

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Sincere thanks,

--

**CLAIBOURN HAMILTON**

Design + Art Direction

**email:** [REDACTED]

**website:** <https://claibournhamilton.com>

**phone:** [REDACTED]

**From:** davidwebster [REDACTED]  
**Sent time:** 07/19/2022 10:17:40 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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**From:** Michele Dumont <[REDACTED]>  
**Sent time:** 07/19/2022 10:20:11 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,  
Michele Dumont  
[REDACTED]  
[REDACTED]

Sent from my iPhone

**From:** Susan West <[REDACTED]>  
**Sent time:** 07/19/2022 10:21:08 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

---

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Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

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With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

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Sincerely,

Susan West  
Sent from my iPhone

**From:** Ami Parekh <[REDACTED]>  
**Sent time:** 07/19/2022 10:21:43 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
Ami

**From:** John Weber <[REDACTED]>  
**Sent time:** 07/19/2022 10:24:34 AM  
**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov  
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**From:** Andrew Parks <[REDACTED]>  
**Sent time:** 07/19/2022 10:27:44 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

"An actor must be an observer of the human condition."

**From:** William Green <[REDACTED]>  
**Sent time:** 07/19/2022 10:28:54 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
xx

Please excuse any typos. This email was written on my mobile device.



**From:** Joel Zack <[REDACTED]>  
**Sent time:** 07/19/2022 10:31:37 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
Joel A. Zack

**From:** Jim Paymar <jim@paymarcommunications.com>  
**Sent time:** 07/19/2022 10:33:57 AM  
**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station  
**Attachments:** image001.png

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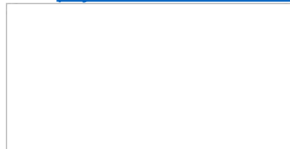
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Sincerely,

Best regards,

*JEP*

Jim Paymar, President  
Paymar Communications Group, LLC  
21 Nottingham Road | Rockville Centre, NY 11570  
Phone (516) 763-6734  
Cell [REDACTED]  
Fax (516) 766-1695  
E-mail [jim@paymarcommunications.com](mailto:jim@paymarcommunications.com)  
Web [paymarcommunications.com](http://paymarcommunications.com)





**From:** Bruce Ebnother <[REDACTED]>

**Sent time:** 07/19/2022 10:34:23 AM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Please, Please act now to push these plans forward to remake Penn Station, which is currently a nightmare and embarrassment to New York. I travel around the world and am always surprised how far behind other cities NYC is on really basic infrastructure issues, even many cities New Yorkers think of As "Third World" cities.

I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

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Sincerely,  
Bruce Ebnother  
[REDACTED]  
[REDACTED]

Sent from my iPhone

**From:** Louise Forman <[REDACTED]>  
**Sent time:** 07/19/2022 10:35:09 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Form letter below, but believe me, I am 100% in support of what it says!

Louise Forman

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Sincerely,

Louise Forman

**From:** dpfd495 (null) <[REDACTED]>  
**Sent time:** 07/19/2022 10:37:36 AM  
**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

---

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

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With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily.

A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable.

Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families.

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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

**From:** Dick Lobo <[REDACTED]>  
**Sent time:** 07/19/2022 10:38:54 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,

R.M. Lobo

**From:** michael langjahr <[REDACTED]>

**Sent time:** 07/19/2022 10:43:39 AM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

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**From:** Anthony DeFelippis <[REDACTED]>

**Sent time:** 07/19/2022 10:58:39 AM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov

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**From:** DON MAJESKI <[REDACTED]>  
**Sent time:** 07/19/2022 11:04:33 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
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Sincerely,  
Don Majeski

Sent from my iPhone

**From:** Laura Volavka <[REDACTED]>  
**Sent time:** 07/19/2022 11:08:56 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
xx

Sent from my iPhone

**From:** Seth Singson-Robbins <[REDACTED]>  
**Sent time:** 07/19/2022 11:08:35 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
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**From:** Chris Burns <[REDACTED]>  
**Sent time:** 07/19/2022 11:09:03 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,

Chris Burns  
[REDACTED]

**From:** Steve Fagan <[REDACTED]>  
**Sent time:** 07/19/2022 11:14:18 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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xx

**From:** Frank Penna <[REDACTED]>

**Sent time:** 07/19/2022 11:23:08 AM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov

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Sincerely,  
xx

Sent from my iPhone

**From:** David Figueroa <[REDACTED]>  
**Sent time:** 07/19/2022 11:33:13 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

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Sincerely,  
David

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David Figueroa  
[REDACTED]



**From:** Toni Boornazian <[REDACTED]>  
**Sent time:** 07/19/2022 11:24:56 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,

Toni

**From:** Eric Garcia <[REDACTED]>  
**Sent time:** 07/19/2022 11:42:33 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,  
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**From:** Eric Blouin <[REDACTED]>  
**Sent time:** 07/19/2022 11:42:49 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,

Eric Blouin (resident of lower Hell's Kitchen)

**From:** Reid Echandia <[REDACTED]>  
**Sent time:** 07/19/2022 12:00:50 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,  
Reid Echandia

**From:** Dan <[REDACTED]>

**Sent time:** 07/19/2022 12:05:34 PM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,  
Dan

Sent from my iPhone

**From:** Kelley Blieka <[REDACTED]>  
**Sent time:** 07/19/2022 12:07:18 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
Kelley

**From:** [REDACTED]  
**Sent time:** 07/19/2022 12:33:02 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,  
Gerri matusewitch

Sent from my iPhone

**From:** Manuel Negron <[REDACTED]>  
**Sent time:** 07/19/2022 12:38:10 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Sincerely,  
xx  
Manuel Negron



**From:** [REDACTED]  
**Sent time:** 07/19/2022 12:59:12 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

Stuart Wood

Sent from my iPhone

**From:** Bud Peters <[REDACTED]>

**Sent time:** 07/19/2022 01:08:49 PM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

**From:** Sandra Taggart <[REDACTED]>  
**Sent time:** 07/19/2022 01:22:36 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
Sandra Taggart

**From:** Francesc Fernandez <[REDACTED]>

**Sent time:** 07/19/2022 01:42:06 PM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

**From:** Kerri Palmeri <kpalmeri@ualocal1.org>  
**Sent time:** 07/19/2022 02:09:25 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Plumbers Local Union No. 1 Letter of Support  
**Attachments:** image001.png Pennsylvania Station Area Civic and Land Use Improvement Project Support Letter.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good afternoon,

Please see attached Letter of Support for the Pennsylvania Station Area Civic and Land Use Improvement Project from UA Plumbers Local Union No. 1.

Thank you.

Kerri

Kerri Palmeri for

***Michael Apuzzo***

**Business Manager**

Plumbers Local Union No. 1

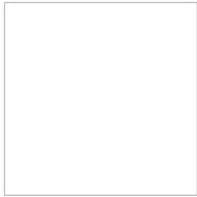
50-02 Fifth Street, 2<sup>nd</sup> Floor

Long Island City, NY 11101

T: 718-738-7500 ext. 5918

F: 718-738-7671

Website: [www.ualocal1.org](http://www.ualocal1.org)





**PLUMBERS AND GASFITTERS LOCAL UNION NO. 1**  
**OF THE**  
**UNITED ASSOCIATION OF JOURNEYMEN AND APPRENTICES OF THE PLUMBING**  
**AND PIPE FITTING INDUSTRY OF THE UNITED STATES AND CANADA**  
**NEW YORK CITY**

**MICHAEL APUZZO**  
*Business Manager*

**PAUL O'CONNOR**  
*Financial Secretary-Treasurer*

July 19, 2022

Directors of the New York State Urban Development Corporation:

On behalf of the nearly 6,000 men and women represented by UA Plumbers Local Union No. 1, we are urging you to support the Pennsylvania Station Area Civic and Land Use Improvement Project.

If done with an appropriate Project Labor Agreement, Penn Station's redevelopment will play vital roles in the modernization of this city, the battle against the city's housing crisis, and the creation of countless union jobs.

The Pennsylvania Station Area Civic and Land Use Improvement project will help usher the station into the 21<sup>st</sup> century by enhancing service and providing improved accessibility with the addition of upgraded tracks, new platforms, and commuter-friendly entrances and access points. The project would also revitalize the surrounding streetscape by implementing smart solutions for open spaces, pedestrian, cycling, and vehicular circulation.

Crucially, the plan will help address our city's ongoing housing crisis with the development of up to 10 new buildings that will allow for up to 1,800 residential units. 540 of these units are planned to be permanently affordable - giving our city a huge boost in its housing stock. The project will also generate Class A office space, retail, and potentially hotel space as well.

Just as importantly, the project will provide tens of thousands of good paying union jobs. This also includes opportunities for city residents to enter the construction industry through our pre-apprentice and apprenticeship programs. The creation of middle-class jobs with family sustaining wages and benefits for our members is something that we hold as paramount here at Local 1 and the prospect of this absolutely excites us.

Throughout our history New York City has always embraced big projects, from the Brooklyn Bridge, to Grand Central Station, and the Hudson Yards. We believe the Pennsylvania Station Area Civic and Land Use Improvement Project truly embodies New York's spirit of constantly evolving while continuously serving its people. For the good of this City, please move forward with this essential project.

Sincerely yours,

Michael Apuzzo  
Business Manager

MA:kp  
PHONE (718) 738-7500 • FAX (718) 835-0896 • [www.ualocal1.org](http://www.ualocal1.org)  
50-02 Fifth Street • Long Island City, New York 11101

*Business Agent-At-Large*  
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RAYMOND V. RONDINO  
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*President/Organizer*  
TOMMY KINIRONS

*Vice President*  
ALAN PAWELSKY

*Recording Secretary*  
TIMOTHY J. SPELLMAN

*Executive Board/Organizer*  
PAUL COTTO

*Executive Board*  
MICHAEL ALOISI  
DOMINICK BRUNO  
CHRIS CONBOY, JR.

*Finance Committee*  
ALBERT ESPOSITO  
MATTHEW GRIMES  
DAVID J. MCINTOSH

*Examining Board*  
PIOTR AKSAMITOWSKI  
JUDALINE CASSIDY  
RAFAEL CRUZ  
ANDREW C. DONLEVY  
ANDREW T. FRISCIA  
MICHAEL J. REED

*Inside Sentry*  
MICHAEL A. FUSCO





**From:** esd.sm.nys-nyc <nys-nyc@esd.ny.gov>  
**Sent time:** 07/19/2022 02:35:13 PM  
**To:** James Mahoney <[REDACTED]>; esd.sm.EmpireStation <empirestation@esd.ny.gov>  
**Subject:** RE: Penn Station Redevelopment Project

---

+ [EmpireStation@esd.ny.gov](mailto:EmpireStation@esd.ny.gov) for handling

---

**From:** James Mahoney <[REDACTED]>  
**Sent:** Tuesday, July 19, 2022 12:36 PM  
**To:** Knight, Hope (ESD) <Hope.Knight@esd.ny.gov>  
**Cc:** esd.sm.nys-nyc <nys-nyc@esd.ny.gov>  
**Subject:** Penn Station Redevelopment Project

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

ESD should vote no on the Penn proposal until the finances for the project become clearer.

James Mahoney  
[REDACTED]



**From:** David Golab <[REDACTED]>  
**Sent time:** 07/19/2022 02:54:16 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
David Golab  
[REDACTED]  
[REDACTED]

**From:** Adrian Cosentini <[REDACTED]>

**Sent time:** 07/19/2022 02:57:40 PM

esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov

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Sincerely,

xx

**From:** Jeff Albucher <[REDACTED]>  
**Sent time:** 07/19/2022 03:12:53 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

Jeff Albucher

**From:** John Tritt <JTritt@seiu32bj.org>  
**Sent time:** 07/19/2022 03:28:16 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** Aaron Jones <AJones@seiu32bj.org>  
**Subject:** SEIU 32BJ support for Penn Station GPP  
**Attachments:** 32BJ Comments ESD GPP 071922 (002).pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello, attached please find testimony from SEIU 32BJ EVP Denis Johnston in support of the Penn Station GPP.  
Please don't hesitate to reach out with any questions.

Thanks

John

John Tritt (he/him)

Deputy Political Director | 32BJ SEIU

25 W. 18<sup>th</sup> Street, 5<sup>th</sup> Floor

New York, NY 10011

<https://www.seiu32bj.org/>



Kevin S. Law,  
Chair, Empire State Development  
633 Third Avenue – Floor 37  
New York, NY 10017  
Via email: [ESD@esd.ny.gov](mailto:ESD@esd.ny.gov)

July 19<sup>th</sup>, 2022

**KYLE BRAGG**  
President

**MANNY PASTREICH**  
Secretary Treasurer

**JOHN SANTOS**  
Assistant to the President

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CANDIS TALL

**Capital Area District**

Washington 202.387.3211  
Baltimore 410.244.6299  
Virginia 202.387.3211

**Connecticut District**

Hartford 860.560.8674  
Stamford 203.674.9965

**District 1201**

215.923.5488

**Florida District**

305.672.7071

**Hudson Valley District**

914.328.3492

**Mid-Atlantic District**

215.226.3600

**National Conference of  
Firemen and Oilers**

276.706.3210

**New England District 615**

617.523.6150

**New Jersey District**

973.824.3225

**Western Pennsylvania District**

412.471.0690

[www.seiu32bj.org](http://www.seiu32bj.org)

Dear Chair Law and Directors,

My name is Denis Johnston and I am the Executive Vice President of SEIU 32BJ, leading our Commercial Division. I am submitting this statement on behalf the 85,000 service workers that 32BJ represents in New York City to express our support for this GPP.

We support this project for several reasons - all of which are important to our union's membership. Importantly, it will create good jobs that give workers mobility and security. We are looking forward to working with other stakeholders to ensure that any residential development built as a result of this redevelopment comes with prevailing wage for building service workers. We hope that the state will make a commitment to making this part of the final plan for the redevelopment.

We also support this project because it stands to deliver many other public benefits. New York City needs, and New Yorkers deserve, world-class transportation infrastructure. We know that the proposed improvements to Penn Station will benefit working New Yorkers like 32BJ who rely heavy on the public transportation.

Additionally, we are enthusiastic about the redevelopment's potential to provide many new units of affordable housing in an expensive part of Manhattan. New Yorkers like 32BJ members need quality housing they can afford, located near employment opportunities and public transit.

We are confident that if done right, this development will do much for workers and the broader community. We respectfully urge ESD to approve it.

Sincerely,

Denis Johnston,  
Executive Vice President, 32BJ

**From:** Petrick, Gregory <Gregory.Petrick@cwt.com>  
**Sent time:** 07/19/2022 03:41:11 PM  
**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

Penn Station was once one of the crown jewels of our city—not just the most important transit hub in the region but an architectural gem. Since the 60s it has fallen into the disrepair commuters have grown accustomed to—a dilapidated basement of a station almost universally reviled by the 600,000+ riders it serves every day.

With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

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A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable.

Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families.

And, crucially, the Station is completely unfit to meet the needs of disabled New Yorkers with only offers 2 elevators that connect to street level. The addition of 18 more escalators and 11 new elevators would address critical accessibility needs at the station. Public transportation must be built for commuters of all abilities—and the Governor's plan helps us do just that at Penn Station.

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We have a once-in-a-generation opportunity to improve our nation's busiest transit hub. This is an investment whose impact and benefits will be felt for decades to come. The new Penn Station will be a symbol that New Yorkers can be proud of and look to as we rebuild our region following one of the toughest periods in modern history.

Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

Gregory M. Petrick  
Chair of Financial Restructuring  
London Managing Partner  
CADWALADER  
New York [+1 212 504 6373](tel:+12125046373)  
London [+44 \(0\) 20 7170 8688](tel:+442071708688)  
Mobile [+1 917 306 5761](tel:+19173065761)  
[gregory.petrick@cwt.com](mailto:gregory.petrick@cwt.com)  
[www.cadwalader.com](http://www.cadwalader.com)

**From:** Murphy, Walter <WMurphy@westchestergov.com>  
**Sent time:** 07/19/2022 04:50:48 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** glatimer@westchestergov.com  
**Subject:** Support Letter from County Executive Latimer  
**Attachments:** image001.jpg image004.jpg image005.png image006.png Support Letter - Penn Station Redevelopment Project.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello –

Please see the attached letter from Westchester County Executive George Latimer, in support of the Penn Station redevelopment project.

Thank you,

**Walter Murphy**

Assistant to Director of Operations Joan McDonald

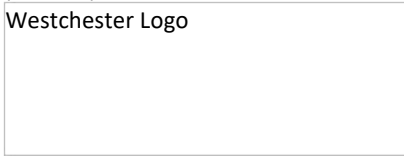
Office of the Westchester County Executive

(914) 995-2923

[wmurphy@westchestergov.com](mailto:wmurphy@westchestergov.com)

(he/him)

Westchester Logo



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**From:** David Lyon <[REDACTED]>

**Sent time:** 07/19/2022 04:04:03 PM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov

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**From:** Alexis Alvarez <[REDACTED]>

**Sent time:** 07/19/2022 04:06:04 PM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com

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Sincerely,

Alexis Alvarez

[www.alexisalvarez.com](http://www.alexisalvarez.com)



**From:** [REDACTED]  
**Sent time:** 07/19/2022 04:06:36 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
xx  
Ronald Schaum

**From:** Max Wycisk <mwycisk@34bp.org>  
**Sent time:** 07/19/2022 04:20:54 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** ESD Directors Meeting Testimony: 34th Street Partnership  
**Attachments:** 34SP Penn Station Area Testimony - full 7.19.22.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good evening,

Please find written testimony attached from Dan Biederman, President of the 34<sup>th</sup> Street Partnership. This testimony is to be considered as part of the ESD Directors Meeting on Thursday, July 21. Please let me know if you need any additional information.

Thank you,

**Max Wycisk**

Bryant Park Corporation | 34th Street Partnership  
5 Bryant Park | Suite 2400 | New York, NY 10018  
mwycisk@urbanmgt.com | 917-438-5164

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**Gaston Silva**  
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**David Golab**  
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361 West 34th Street Corp.  
**Ephram Lustgarten**  
Global Holdings Management  
**Peter L. Malkin, Esq.**  
Empire State Realty Trust  
**Esther McCarthy**  
Mercy College  
**Frank McCreary**  
Circle Realty Group  
**John C. McGinley**  
JP Morgan Chase  
**Martin Meyer**  
Meyer Equities  
**Charles Miller**  
Macy's  
**Amit Patel**  
COVE Properties  
**Berndt Perl**  
APF Properties  
**Ann Peterson**  
New York Hotel  
**Edward Piccinich**  
SL Green Realty Corp.  
**Perry Price**  
LinkedIn  
**Andrew S. Ratner**  
The Feil Organization  
**Alan Schall**  
Tower 111 LLC  
**Greg Sutherland**  
Elk Investors  
**Michael J. Sweeney**  
HNBT  
**William Thornton**  
The Continental  
**Kenneth Walsh**  
Adams & Company Real Estate LLC  
**Martin Whelan**  
Stout NYC  
**James Winter**  
Segal Group  
**Eric Yu**  
TD Bank



July 19, 2022

## Testimony: Penn Station Development

Dan Biederman, President  
34<sup>th</sup> Street Partnership  
1065 Avenue of the Americas, Suite 2400  
New York, NY, 10018

I'm Dan Biederman, President of the 34th Street Partnership. Part of our mission is to steward and strengthen this part of Midtown, helping it reach its fullest economic and cultural potential.

Over the years, one of our biggest roadblocks has been Penn Station.

But thanks to Governor Hochul, we have a rare, once-in-a-lifetime opportunity to improve both the district and station by transforming both into the vital, modern transportation hub we need it to be.

This plan prioritizes substantial improvements to the public realm and its infrastructure -- from widened and heightened corridors to better wayfinding and increased accessibility.

We'll see wider sidewalks, new retail that will activate our streetscapes, and an all around improved commuting experience that will see commuters spend more of their time -- and dollars -- here.

Repairing this transportation hub will mean workers and visitors can more safely and easily navigate the current maze of tunnels and corridors to frequent the thousands of businesses throughout the District without the thought of having to use this antiquated complex looming over them.

The pandemic has dealt a hard blow to Midtown, causing many of our small businesses to go bankrupt or close altogether. A bold investment in our infrastructure at this level is exactly what we need to recover and rebuild.

To us, this is a no-brainer, and there is no time to waste. We can't afford any more delays, so we commend Governor Hochul for fast tracking the construction and development process to deliver improvements to New Yorkers sooner rather than later.

It is time that our city has a modern transportation center made for the future. This is a symbol of our recovery and a declaration that New York is back for good.

We proudly support this project. Midtown's best days still lie ahead thanks to the Governor's Penn Station plan. Thank you.

### Ex-Officio

Hon. Bill de Blasio  
Phillip Eng

Hon. Scott Stringer  
Hon. Jonnel Doris

Vikki Barbero  
Hon. Gale Brewer

Molly Hollister  
Corey Johnson

Kevin S. Corbett  
Lowell D. Kern

**From:** /O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=2E223020600449E19820DFC8E5BB1470-BJACKSON@PF <bjackson@pfny.org>  
**Sent time:** 07/19/2022 04:29:14 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Comments for the ESD Board on the Penn Station Area Redevelopment General Project Plan  
**Attachments:** Partnership Comments for ESD Penn Station Area - July 2022.pdf

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Please find comments attached.

Thank you,

**Brook S. Jackson**

Vice President, Policy

PARTNERSHIP *for* New York City

212.493.7580 (Direct Office) | 203.676.5160 (Mobile)

[www.pfnyc.org](http://www.pfnyc.org) | @Partnership4NYC | @nycsmbiznetwork



**PARTNERSHIP**  
for New York City

## Comments from the Partnership for New York City

### Empire State Development Directors Meeting on the General Project Plan for the Pennsylvania Station Area Civic and Land Use Improvement Project

July 20, 2022

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The Partnership for New York City strongly endorses the proposed General Project Plan for the Pennsylvania Station Area Civic and Land Use Improvement Project. We consider the financial projections to be realistic and sufficient to fund the renovation and expansion of Penn Station as well as improvements to the streets, sidewalks, and infrastructure in the surrounding community. Studies by the Partnership have identified development in and around major transit hubs as the source of the greatest appreciation in value in the city. As the most heavily utilized transit location in the country, there is no doubt that the tax revenues generated in this location over the coming decades will meet or exceed expectations. The substantial public and private investment in this long-derelect area of the Manhattan business district is long overdue and certain to produce long term benefits to the city and state.

The agreement between Governor Kathy Hochul and Mayor Eric Adams on the financing plan reflects a clear understanding of the long-term economic development benefits this project will bring to the city and the state. Their commitment also puts the project in a highly competitive position to secure maximum federal infrastructure funding. New York is decades behind other regions in the application of public-private partnership arrangements to finance major infrastructure. This plan is a breakthrough and an important precedent that will ensure that modernization of the transportation system and related community improvements are accomplished far more efficiently and economically in the future.

**From:** david zeiger <[REDACTED]>

**Sent time:** 07/19/2022 04:43:24 PM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com

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Sent from [Mail](#) for Windows





George Latimer  
County Executive

July 19, 2022

Ms. Hope Knight  
President and CEO  
Empire State Development Corporation  
633 Third Avenue, Floor 37  
New York, NY 10017

Mr. Kevin S. Law  
Chair, Board of Directors  
Empire State Development Corporation  
633 Third Avenue, Floor 37  
New York, NY 10017

Dear President Knight and Chair Law,

I write in support of the Penn Station redevelopment project. I believe that this project will have significant benefits for the people of Westchester County and is the necessary companion to the Penn Access project, which I have strongly supported since its inception.

Westchester County residents, along with our Bronx neighbors, have a real stake in this project, as we will benefit from the creation of a new point of entry into Manhattan. Westchester includes a significant number of New York City commuters, and the new Penn Station will provide them with more options, better access to the West Side, and shorter commutes.

With our significant number of County residents who work in New York City and with Westchester bordering the City, I believe the economic benefits for New York City will also have a positive impact on our County. In addition, I am a strong supporter of any project that will create more affordable housing units and greater access to public spaces.

I am proud to support the Penn Station redevelopment project. I look forward to the construction of both Penn Station and the Penn Access project for the benefit of Westchester residents. Thank you for your consideration, and please feel free to reach out to me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "George Latimer", written over a light blue background.

George Latimer  
Westchester County Executive

Office of the County Executive

Michaelian Office Building  
148 Martine Avenue  
White Plains, New York 10601

Email: [ce@westchestergov.com](mailto:ce@westchestergov.com)  
Telephone: (914)995-2900

[westchestergov.com](http://westchestergov.com)

**From:** Aleksandr Zhornitskiy <[REDACTED]>  
**Sent time:** 07/19/2022 05:01:45 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,  
xx

**Alex Zhornitskiy, B. Arch. (Pratt Institute)**

[www.AlexTutoringSolutions.com](http://www.AlexTutoringSolutions.com)

*"Helping one student at a time"*

[REDACTED]

**From:** Steve Albert <[REDACTED]>

**Sent time:** 07/19/2022 05:54:58 PM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station. Penn Station was once one of the crown jewels of our city—not just the most important transit hub in the region but an architectural gem. Since the 60s it has fallen into the disrepair commuters have grown accustomed to—a dilapidated basement of a station almost universally reviled by the 600,000+ riders it serves every day. With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York. This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily. A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable. Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families. And, crucially, the Station is completely unfit to meet the needs of disabled New Yorkers with only offers 2 elevators that connect to street level. The addition of 18 more escalators and 11 new elevators would address critical accessibility needs at the station. Public transportation must be built for commuters of all abilities—and the Governor's plan helps us do just that at Penn Station. Outside Penn, homelessness and crime have become serious issues in the neighborhood. Meanwhile there are few spaces open to the public that befit a renowned regional transit hub.. The new plan for Penn will revitalize the surrounding district with transformative neighborhood improvements including 8 acres of new public space, nearly 2000 new units of housing, increased connectivity to transit and widened sidewalks. We have a once-in-a-generation opportunity to improve our nation's busiest transit hub. This is an investment whose impact and benefits will be felt for decades to come. The new Penn Station will be a symbol that New Yorkers can be proud of and look to as we rebuild our region following one of the toughest periods in modern history. Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

**From:** Mr. Kelly A. Steele <[REDACTED]>  
**Sent time:** 07/19/2022 06:28:13 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

**From:** Yael Zar <[REDACTED]>

**Sent time:** 07/19/2022 07:46:50 PM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

**From:** George Davenel <[REDACTED]>

**Sent time:** 07/19/2022 08:12:33 PM

esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;

**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkruieger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov

**Cc:** George Davenel <[REDACTED]>

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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**From:** brettgander <[REDACTED]>  
**Sent time:** 07/19/2022 08:21:38 PM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

Brett Gander

**From:** Sean Cullen <[REDACTED]>  
**Sent time:** 07/20/2022 08:22:19 AM  
esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov;  
hoylman@nysenate.gov  
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Sincerely,  
Sean Cullen



**From:** Lisa Sorin <lisa@bronxchamber.org>  
**Sent time:** 07/20/2022 10:38:48 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Testimony in support of the GPP  
**Attachments:** Testimony in Support of Penn Station GPP.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Please contact me should you have any questions.

Best regards,

**Lisa Sorin**

President

**The New Bronx Chamber of Commerce**

1200 Waters Place, Suite 106

Bronx, NY 10461

P: 718-828-3900

[lisa@bronxchamber.org](mailto:lisa@bronxchamber.org)

**Media Inquiries:** [Media@bronxchamber.org](mailto:Media@bronxchamber.org)

**Scheduling:** [admin@bronxchamber.org](mailto:admin@bronxchamber.org)

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**For the 2022 Summer, July 8<sup>th</sup>–September 2<sup>nd</sup>, the chamber office will close at 3pm on Fridays.**



## THE NEW BRONX CHAMBER OF COMMERCE, INC.

July 20, 2022

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Hon. June Eisland

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Steve Squitieri - D & J Ambulette Service

Janet Vasquez - Janitorial Multi Services LLC

& JV Public Relations

Robert Walsh - JGSC Group & 1010 Wins

Empire State Development Board Members:

Re: General Project Plan (GPP) – Penn Station Redevelopment

The ambitious plans to renovate and refresh Penn Station have been in development for years. After decades of delays and uncertainties, this project is finally coming to fruition, and you have the unique opportunity to progress it at this pivotal moment.

The New Bronx Chamber of Commerce has a particular interest in the progression of Penn Station's redevelopment due to the economic opportunities it will bring to the borough.

For too long, Penn Station and the larger Penn District have been blights on our city with real negative impacts on our economy and workforce. The new Penn Station proposal offers a clear solution to an infrastructure and quality of life problem that has plagued us for decades.

Thousands of Bronxites commute to and from Manhattan every day – many of them passing through Penn Station. Yet, what exists today is not adequate for commuters; we need accessible, safe, equitable infrastructure to reach our full economic potential.

Capacity at Penn Station has not expanded in decades despite demand more than tripling. Pedestrians are crammed into tight, confined, poorly lit corridors, creating unsafe and uncomfortable commuting environments. Such overcrowding has led to delays and increased commute times causing real countless dollars in lost revenue and wages for workers and businesses alike.

A new Penn Station will change that – creating thousands of jobs and improving thousands of livelihoods. We must act now to make this bold vision a reality. The impacts of a fully realized, revitalized Penn Station will reach Bronxites immediately. New jobs, improved commuting habits, increased access and an overall increased quality of life are unbeatable.

Governor Hochul and Mayor Adams' leadership and vision will transform the Penn District into a modern, efficient business district for the workers of New York from every borough and beyond.

Sincerely,

Lisa Sorin  
President

**From:** Adriana Cortes <acortes@nycdistrictcouncil.org>  
**Sent time:** 07/19/2022 09:26:03 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Letter of Support for the Penn Station Redevelopment Project  
**Attachments:** image001.jpg image002.jpg image003.jpg image004.jpg image005.jpg Empire State Development-Penn Station\_7-18-22.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good morning,

Please see attached letter of support for the Penn Station Redevelopment Project.

Thank you,

**Joseph A. Geiger**

**Executive Secretary-Treasurer**

New York City and Vicinity District Council of Carpenters

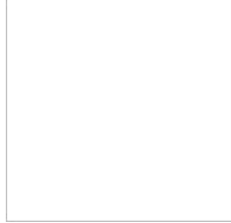
395 Hudson Street, 9<sup>th</sup> Floor

New York, NY 10014

(212)366-7400 office

(212)675-3118 fax

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NEW YORK CITY & VICINITY DISTRICT COUNCIL OF CARPENTERS

JOSEPH A. GEIGER  
Executive Secretary - Treasurer

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President /Asst EST

DAVID CARABALLOSO  
Vice President /Asst EST



395 HUDSON STREET - 9<sup>TH</sup> FLOOR

NEW YORK, N.Y. 10014

PHONE: (212) 366-7500

FAX: (212) 675-3118

[www.nycdistrictcouncil.com](http://www.nycdistrictcouncil.com)

July 18, 2022

Empire State Development  
633 Third Avenue, 37th floor  
New York, NY 10017

**Re: Penn Station Area Civic and Land Use Improvement Project with a Project Labor Agreement – Letter of Support**

Dear Empire State Development,

Thank you for the opportunity to comment on the proposed **Penn Station Redevelopment Project**, as it is our duty to support safe, healthy, and well-built construction projects in the greatest city in the world.

In New York City, we can see the craftsmanship of skilled and safe union construction workers at every turn, every corner, and in every building. That is because we do not settle for less and we champion the best. And what is best for New York City is to have the Penn Station Redevelopment Project come to fruition. To that end, the New York City & District Council of Carpenters supports this bold and forward-thinking project to revitalize Penn Station and, subsequently, the city. Moreover, the NYC Carpenters Union supports the Penn Station Area Civic and Land Use Improvement Project with a Project Labor Agreement (PLA).

At a time when New York City is rebounding from the from the COVID-19 pandemic, the health and well-being of all who live in, commute to, and visit New York City is under a microscope. This project will help to renovate the existing main station to improve access and navigation for passengers. The renovations will also add new entrances and improve pedestrian, bicycle, and vehicular circulation. The extra space will further reduce over-crowding and keep people out of harm's way. The District Council believes that there has never been a better and more crucial time to breathe new life into Penn Station and modernize our city, improve our transportation system, and create middle-class jobs in the process.

Additionally, the **Penn Station Redevelopment Project** will function as a catalyst to jumpstart our economy. The state-of-the-art mixed-use venture will add millions of square feet of commercial space that will create thousands more professional jobs, which will translate into disposable income and a desperately needed financial injection in the economy. On the construction side, it will create thousands of jobs for union trades people – the same trades people who currently rely on Penn Station to safely get

to and from their jobs. They and their families will benefit from not only building this robust and healthy infrastructure in their city, but by also reinvesting in it as consumers.

To that end, the General Project Plan should include that all construction work must be performed under a PLA. This will ensure that construction workers on the project receive both family sustaining wages, as well as medical and retirement benefits. This would also aid in apprentices getting the opportunity to hone their skills and advance their careers through the work that will be available on this project. City residents would then be able to enter the construction industry through apprenticeship programs.

Of course, we do have a keen interest in the project, as our members and other union trades people have the potential to enjoy good-paying jobs with substantial benefits for the next two decades. New York City is a union city, and it is vital that additional resources are poured toward creating good, long-term jobs. This sustainable investment will enable New York City to reap financial rewards for years to come.

The ten commercial buildings are a dynamic solution that will meet the needs of travelers, commuters, and business professionals alike. These buildings will allow for up to 1,800 residential units, of which 540 are intended to be permanently affordable. All visitors and workers will have their needs met without having to venture outside the development. This plan will also help to generate Class A commercial office, retail, and potentially hotel space as well as improve open public space around the Penn Station neighborhood.

It is no question that New York City became an international destination hub and business center because of its world-class transportation system. But now, it is time that Penn Station joins the ranks of JFK Airport and Grand Central Station in providing a clean, modern, and healthy transportation infrastructure that will attract businesses and people from around the world.

We at the District Council strongly support the current scope of work, as articulated by the Empire State Development Corporation. We commend the progressive and innovative leadership behind this project, and we believe the benefits of supporting this project far outweigh any opposition. Consequently, we are in favor of moving ahead with this project.

On behalf of the hardworking union men and women who have built New York City, thank you for receiving our statement.

Sincerely,



Joseph A. Geiger, Executive Secretary-Treasurer



Paul Capurso, President, and Assistant Executive Secretary-Treasurer



Dave Caraballoso, Vice President, and Assistant Executive Secretary-Treasurer

**From:** Sebastian Brisson <[REDACTED]>  
**Sent time:** 07/19/2022 09:58:51 PM  
comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; lkrueger@nysenate.gov; Speaker@nyassembly.gov;  
**To:** PaulinA@nyassembly.gov; GottfriedR@nyassembly.gov; info@manhattanbp.nyc.gov; District3@council.nyc.gov; esd.sm.EmpireStation  
<empirestation@esd.ny.gov>; info@fixpenn.com  
**Subject:** I'm Adding My Voice in Support of the Governor's Plan to Fix Penn Station

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Penn Station was once one of the crown jewels of our city—not just the most important transit hub in the region but an architectural gem. Since the 60s it has fallen into the disrepair commuters have grown accustomed to—a dilapidated basement of a station almost universally reviled by the 600,000+ riders it serves every day.

With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily.

A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable.

Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families.

And, crucially, the Station is completely unfit to meet the needs of disabled New Yorkers with only offers 2 elevators that connect to street level. The addition of 18 more escalators and 11 new elevators would address critical accessibility needs at the station. Public transportation must be built for commuters of all abilities—and the Governor's plan helps us do just that at Penn Station.

Outside Penn, homelessness and crime have become serious issues in the neighborhood. Meanwhile there are few spaces open to the public that befit a renowned regional transit hub.. The new plan for Penn will revitalize the surrounding district with transformative neighborhood improvements including 8 acres of new public space, nearly 2000 new units of housing, increased connectivity to transit and widened sidewalks.

We have a once-in-a-generation opportunity to improve our nation's busiest transit hub. This is an investment whose impact and benefits will be felt for decades to come. The new Penn Station will be a symbol that New Yorkers can be proud of and look to as we rebuild our region following one of the toughest periods in modern history.

Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

Sebastian

**From:** Jay Patel <[REDACTED]>

**Sent time:** 07/19/2022 10:04:31 AM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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**From:** Hanna Gu <[REDACTED]>

**Sent time:** 07/19/2022 10:04:31 AM

**To:** District3@council.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; comrie@nysenate.gov; esd.sm.EmpireStation <empirestation@esd.ny.gov>; hoylman@nysenate.gov; info@fixpenn.com; info@manhattanbp.nyc.gov; lkrueger@nysenate.gov; scousins@nysenate.gov

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Sincerely,

**From:** Amanda Yaggy <[REDACTED]>  
**Sent time:** 07/19/2022 10:56:27 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** STOP PENN VORNADO GIVEAWAY

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

We don't need new office space!

This plan is a corrupt one-shot deal that rewards a Trump-backing billionaire for letting his properties decay.

In addition, as a disabled person, this plan does nothing to increase accessibility to Penn Station itself because MSG is in the way.

The supporters of this plan are the billionaire class who will benefit and the construction union reps who live on Long Island. If we want to bring people back to the city we need to save iconic structures like the Gimbels bridge and the Orthodox Church, not replicate a mediocre office park at a larger scale.

Amanda Yaggy  
Harlem

**From:** Andrew Kingston <[REDACTED]>  
**Sent time:** 07/19/2022 10:57:03 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Penn Station Redevelopment

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ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Directors, it's my pleasure to take this time to share with you my sincere thoughts on the Penn Station Redevelopment project.

I've been working in NYC for 37 yrs. and reside in midtown Manhattan with my wife of 25 yrs. and our 17 yr. old son.

My wife and I love to walk the different neighborhoods of our majestic city, and always share dialog about them.

As much as we love the rich history of the Penn Station area, it has grown difficult as of late to walk the streets there. It seems like everyone is asking you for money or cigarettes. The community does not seem to be concerned with the garbage on the sidewalks. In general, the area leaves a lot to be desired.

As a native New Yorker, I'm excited for this project to get under way.

The amount of jobs is incredible. And good paying Union jobs. The kinds that can afford families dental and medical benefits. These workers will surely spend their earnings at our delis, restaurants, and transportation system.

The buildings that will come down have old world technology and are horribly inefficient. These new structures will have state of the art 21st century tech and will surely reduce NYC's carbon footprint.

Lastly, much like Hudson Yards, this modern neighborhood will certainly become a tourist destination, spending untold millions on its upscale attractions.

In closing, I feel the gains far out weigh the losses in this redevelopment project, and you all have my full support in voting yes for it.

Sincerely,  
Neil Hede

Sent from my iPhone

**From:** BRIAN WEBER <[REDACTED]>

**Sent time:** 07/20/2022 12:56:26 AM

**To:** esd.sm.EmpireStation <empirestation@esd.ny.gov>; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com

**Subject:** I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

**From:** Rebecca Lamorte <rlamorte@gnylecet.org>  
**Sent time:** 07/20/2022 09:57:30 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Laborers Union Testimony  
**Attachments:** 72122 Penn Station Testimony - Local 79.pdf 72122 Penn Station Testimony - GNY LECET .pdf 7.18.22 Mahogany Jones Penn Station Testimony(1).pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello,

Attached please find the following testimony in support of the Penn Station redevelopment plan:

Michael Prohaska, Business Manager of Laborers Local 79  
Mahogany Jones, rank-and-file member of Laborers Local 79  
Dean Angelakos, Executive Director of GNY LECET

If you have any questions or need additional information, please don't hesitate to reach out.

Thank you!

--

Rebecca Lamorte  
Legislative & Communications Coordinator  
GNY LECET  
646-740-7662  
[rlamorte@gnylecet.org](mailto:rlamorte@gnylecet.org)

--

Rebecca Lamorte  
Legislative & Communications Coordinator  
GNY LECET  
646-740-7662  
[rlamorte@gnylecet.org](mailto:rlamorte@gnylecet.org)



**Testimony** Michael Prohaska, Business Manager, Laborers Local 79  
**Hearing** Empire State Development  
**Topic** Pennsylvania Station Redevelopment  
**Date** July 21, 2022

Good morning and thank you for the opportunity to testify today in support of the Penn Station redevelopment. My name is Michael Prohaska and I am the Business Manager of Laborers Local 79. Local 79 is a construction union comprised of 10,000 members working in demolition, general construction, and mason tending on major commercial, residential, and infrastructure projects in New York City. Our members are an important part of the local economy and keeping New York City a thriving metropolis – something we see the Penn Station redevelopment being integral to.

COVID-19 has ravaged our economy - and the construction industry wasn't spared from the impacts New Yorkers have been experiencing since 2020. From projects being canceled, halted or delayed - and the supply chain issues that have since followed - and the impacts of the pandemic on the personal livelihoods of working people and their families, our industry persevered through a lot in recent years.

While we're thankful for the shovels in the ground and cranes in the sky we're seeing again now, the worst is far from behind us. As the City and State reopen, many New Yorkers are continuing to struggle from the economic impact of the pandemic. New Yorkers are facing un- or under-employment and need jobs that offer more than short-term, minimum wage options – and that's why it's vital the Penn Station redevelopment move forward.

Not only will Governor Hochul's redevelopment plan put thousands of people to work, it can help us create a new normal for working people in New York. Through including unions like Local 79 on the project and targeted hiring to help vulnerable New Yorkers enter unionized building trades jobs, we can exponentially increase the number of people earning strong wages with healthcare, and retirement security. Penn Station's redevelopment can become a model the City and State can use to maximize the economic and social impact largescale projects like this can have on communities.

Additionally, redeveloping Penn Station and the surrounding district will breathe life into one of Manhattan's most congested and heavily trafficked districts. The redevelopment will help New Yorkers that rely on this transportation corridor and business district for their livelihoods. The construction planned will address shortfalls within the station and district that impede the flow of pedestrians, vehicles, and public transit, improving an area many industries rely on.



Reimagining Penn Station will help revitalize the local economy and provide New York City with a once in a lifetime opportunity to improve one of the most congested transportation and business zones in our state. On behalf of Laborers Local 79 and the 10,000 hardworking members we represent, I urge you to approve the Penn Station redevelopment plan.

Thank you again for the opportunity to testify.



## CONSTRUCTION AND GENERAL BUILDING LABORERS' LOCAL79

Date: July 18, 2022

Topic: Pennsylvania Station Area Project

**JOHN NORBURY**

*President*

**CHAZ RYNKIEWICZ**

*Vice President*

**WENDY WEBB**

*Recording Secretary*

**ANTHONY VITA**

*Secretary-Treasurer*

**MICHAEL PROHASKA**

*Business Manager*

**BERNARD CALLEGARI**

*Sergeant-at-Arms*

**ANTHONY WILLIAMSON**

*Auditor*

**KENNETH ROBINSON, JR.**

*Auditor*

**STEVE ANDUJAR**

*Auditor*

**BARRIE SMITH**

*Executive Board Member*

**LUIS MONTALVO**

*Executive Board Member*

My name is Mahogany Jones and I am a proud Manhattan resident and a proud member of Construction and General Building Laborers' Local 79. My union represents 10,000 construction workers in New York City, and we are the largest construction laborers' local in the country. I am writing today because I support the Pennsylvania Station Area Civic and Land Use Improvement Project.

Workers like me have been asked to rebuild this city as we recover from the pandemic, so we must support projects that ensure dignified wages and working conditions. Now more than ever we should support large-scale developments that provide union careers with protections and family health benefits to NYC essential workers. But this project won't just create good union jobs it will also help Manhattan residents like me get around the City. Quality public transportation is critical to working class communities like mine. As a mother in Manhattan, the need for affordable housing is never far from my mind. The affordable housing units that are proposed as part of this project will help people like me stay in the City and raise our children.

I would like to express my support for the proposed redevelopment of the Penn Station area project, an investment that will benefit our entire city and bring transformational opportunities to local communities.

Mahogany Jones  
Laborers Local 79 member







**Testimony** Dean Angelakos, Executive Director, GNY LECET  
**Hearing** Empire State Development  
**Topic** Pennsylvania Station Redevelopment  
**Date** July 21, 2022

Thank you for the opportunity to testify today in support of the Penn Station redevelopment. My name Dean Angelakos and I am the Executive Director of the Greater New York Laborers-Employers Cooperation & Education Trust (GNY LECET). I'm here today on behalf of 16,000 hardworking members and 1,500 signatory contractors of the Mason Tenders District Council of Greater New York.

As the Mason Tenders' labor-management fund, GNY LECET represents the needs of the union and the responsible contractors that employ our members. Through this lens, we believe the Penn Station redevelopment presents a unique opportunity for New York City as we continue coming out of the COVID-19 pandemic and economic calamity it caused.

In construction we are finally seeing jobs that were canceled or delayed during the pandemic get underway and the demand for workers increasing – but without deliberate action and bold projects like the Penn Station redevelopment, things won't return to pre-pandemic normalcy in the construction industry. With its strong labor and contractor standards, Governor Hochul's redevelopment plan will provide opportunities for both New York workers and businesses. A project of this size and scope will require numerous contractors with the experience and workforce familiar with building in New York City – contractors like the ones we are proud to have relationships with at GNY LECET. This business and worker friendly plan will infuse billions into New York City, providing the jobs, economic growth, and long overdue upgrades for one of New York's major transportation hubs.

The proposed redevelopment will also address the needs of the New Yorkers - and tourists - who rely on Penn Station every day for their professional and personal lives. Through the redevelopment, New Yorkers will have a more efficient transportation hub with additional entrances and exits for public transit, increased accessibility, widened corridors and more natural light -- while also addressing the shortcomings of the surrounding district's physical and commercial infrastructure.

Reimagining Penn Station will revolutionize transportation in New York City and breathe life into one of the City's major business districts. On behalf of GNY LECET and the Mason Tenders District Council membership and contractors, I urge you to move forward with this bold investment and vision for Penn Station.

Thank you again for the opportunity to testify.

**From:** Aaron Sanders <asanders@abny.org>  
**Sent time:** 07/20/2022 10:52:48 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** Melva Miller <mmiller@abny.org>; Laura Colacurcio <lcolacurcio@abny.org>  
**Subject:** Submission of ABNY's Testimony regarding Pennsylvania Station General Project Plan  
**Attachments:** image001.png ABNY's Penn Station Testimony- 7.20.22 .pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good morning,

My name is Aaron Sanders, I am the Public Policy Director at ABNY. I am submitting our organization's testimony in advance of tomorrow meeting ESD meeting concerning the Pennsylvania Station General Project Plan.

Please don't hesitate to reach out if you have any questions.

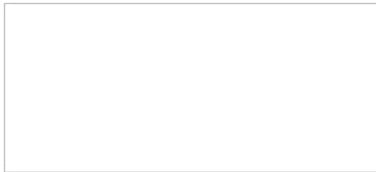
Best,

Aaron

Aaron Sanders

Public Policy Director

(212) 370-5800





alike to return to Midtown Manhattan. To ensure this, we encourage Empire State Development (ESD) to embrace transparency in how future appointments are decided and how decisions will be administered through the newly formed development corporation overseeing the project.

The economic and social effects of COVID-19 and inflation continue to impact small businesses and thereby weaken the local economy. The pandemic also has underscored the need for a well functioning, reliable public transportation system for business owners and workers alike. This plan comes at a moment when our region needs major investment in these critical areas to help businesses and employees continue to thrive. This project also has the potential to ease some of the logistical burdens associated with travel such as train delays and overcrowding.

ABNY appreciates the intention and thoughtfulness behind this plan, and recognizes that more must be done to address outstanding needs to optimize Pennsylvania Station, including converting this transit hub into a through running station. One of the benefits of through running is that it improves regional mobility beyond the commercial district, furthering access to viable employment opportunities. ABNY acknowledges that Pennsylvania Station in its current state cannot accommodate through running, but we encourage this reconstruction to move forward to enable this option in the future. Also, ESD should be proactive in creating affordable housing for middle class New Yorkers particularly between the 80 to 121 percentile of AMI distribution. Additionally, as this plan considers commercial development, sustainable employment opportunities should be created at all phases, from planning and construction through office leasing and operations. This construction would provide additional support for small businesses.

By transforming the commutes of hundreds of thousands of the region's residents and creating new economic potential for dozens of businesses and an entire neighborhood, this plan keeps an eye on the future and sends a clear message to workers that their needs are recognized and prioritized.

ABNY supports the plan to revitalize Penn Station and the surrounding district and looks forward to working with ESD and its partners to make this vision a reality. Thank you so much for your consideration.

Respectfully submitted,  
Aaron M. Sanders



**From:** Jennie Encalada-Malinowski <jencaladaLECET@local1010.org>  
**Sent time:** 07/20/2022 10:56:29 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** Victor Rizzo <vrizzolecet@local1010.org>  
**Subject:** Local 1010 LECET testimony, Empire State Development (ESD) Directors' Meeting regarding the Penn Station Redevelopment  
**Attachments:** image001.png Local 1010 LECET\_Penn Station Testimony\_7.20.2022.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good morning,


Please see the attached testimony on behalf of Victor Rizzo, Director, Laborers' Local 1010 LECET for the Empire State Development Corporation Meeting regarding Pennsylvania Station Area Civic and Land Use Improvement Project. Thank you for your time.

Best,

--

*Jennie Encalada-Malinowski*  
**Laborers Local Union 1010 LECET**  
17-20 Whitestone Expressway  
Whitestone, New York 11357  
[www.1010lecet.org](http://www.1010lecet.org)  
Tel. 347-906-4160  
Fax. 718-886-8885

signature\_429267626







**Laborers' Local 1010 Laborers-Employers Cooperation and Education Trust (1010 LECET)**

**Testimony Submitted By Victor Rizzo, Director, Laborers' Local 1010 LECET**

**Empire State Development Corporation Meeting**

**Regarding Pennsylvania Station Area Civic and Land Use Improvement Project**

Laborers' Local 1010 Laborers-Employers Cooperation and Education Trust (1010 LECET) brings Laborers' Local 1010 and its signatory contractors together to address issues of importance to both.

Laborers and our employers share common ground and work as a team to secure projects and jobs, increase union-sector market share, develop a workforce, and advance shared market-related interests. 1010 LECET works closely with leading industry organizations on issue such as transportation funding, market-related legislation, marketing strategies, community engagement, and workforce development.

Our Laborers are proud to display their skills on structures and projects throughout the New York metropolitan area. For many of these reasons, we support approving the Pennsylvania Station Area Civic and Land Use Improvement Project with a Project Labor Agreement setting forth terms and conditions for the construction workers renovating Penn Station and developing the surrounding neighborhood.

This project plan will renovate the existing main station to improve access and circulation creating a safe and easier way for passengers to navigate throughout the concourse. The Station renovations will incorporate new entrances and access points as well as enhance the surrounding streetscape, address open spaces, and pedestrian, bicycle, and vehicular circulation.

**This project will create a substantial number of construction jobs for workers. The General Project Plan should include a requirement that construction work must be performed under a project labor agreement. This would ensure that the construction workers employed on this project receive family sustaining wages as well as medical and retirement benefits.**

Additionally, a project labor agreement would afford apprentices an opportunity to hone their skills and advance their careers in the construction industry through the hours of work that would be available on this project. Performing this work under a project labor agreement will provide opportunities for city residents to enter the construction industry through our pre-apprentice and apprenticeship programs.

This project has the potential to revitalize and modernize New York City, improve our transportation, and create middle class jobs for our members in the process. A project labor agreement with the Building and Construction Trades Council will help this project reach its full potential. Thank you.

**From:** cyu@licpartnership.org  
**Sent time:** 07/20/2022 11:34:25 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** LIC Partnership's Comment on Penn Station Improvement for ESD Directors Meeting on July 21  
**Attachments:** Outlook-Logo for e.jpg Outlook-mce4gn41.png LIC Partnership - Comment on Penn Station.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Please see the attached statement from the Long Island City Partnership with comments on the Penn Station Improvement Project for tomorrow's Directors Meeting. If you have any questions, please contact me at the information below. Thank you for your attention.

Best,  
Charles  
Charles Yu  
Senior Director of Business Assistance

Logo for email signature

27-01 Queens Plaza North, Level B | Long Island City, NY 11101  
Direct: 718-705-9925 | Cell/Text: [REDACTED] | Fax: 718-705-9936  
Email: cyu@licpartnership.org  
[Licqns.com](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

□



Empire State Development  
July 21, 2022  
Directors Meeting

Comment on  
Pennsylvania Station Civic and Land Use Improvement Project

My name is Charles Yu, and I am the Senior Director of Business Assistance at the Long Island City Partnership, the Local Development Corporation (LDC) for Long Island City (LIC). I am writing today to reinforce the importance of investing in our public transit infrastructure to our local businesses and economy, and to the many people who rely on public transit to access opportunities in the region.

The Long Island City Partnership (LICP) advocates for economic development that benefits the industrial, commercial, tech, cultural, tourism, and residential sectors of Long Island City (LIC). Our mission is to attract new businesses to LIC, retain those already here, welcome new residents and visitors, and promote a vibrant and authentic mixed-use community. Among other programs, we manage the LIC Business Improvement District (LIC BID) and Industrial Business Zone (IBZ), providing through both one on one assistance to a wide range of companies including in accessing relocation, equipment purchasing, capital project and workforce development incentives.

Our neighborhood is one of the most important regional economic drivers, supporting a vibrant mixed-use community and one of the most productive manufacturing centers in New York State. For several recent years, LIC has been the fastest growing residential area in the country. Its education opportunities span from Cornell Tech to LaGuardia Community College. It has more than 6,800 businesses employing over 107,000 employees across diverse socio-economic backgrounds and a wide range of skill levels. It is home to multiple renowned arts and cultural institutions, including MoMA P.S.1, MoMI, SculptureCenter, Socrates Sculpture Park, and The Noguchi Museum.

We owe much of our success to our public transit infrastructure, which enables people from the five boroughs and surrounding suburbs to come here. Many of the social and professional connections that are fundamental to our neighborhood's success cannot happen without the physical connections provided by public transit. From the student who attends classes at LaGuardia Community College, to the worker who makes essential products in advanced factories, to the tourist who visits an exhibition at one of our museums, they all rely on public transit to get to their destinations.

Fortunately, the State recognizes the importance of public transit to our local economy. Its support and actions on recent and ongoing transit projects play a vital role in ensuring our transit infrastructure can continue to serve the region's growth. We believe improvements to Penn Station that enhance service are very helpful, and will leverage previous public investments to continue to benefit LIC, the region, and its people. What is more, as the COVID-19 pandemic continues, it is more important than ever to improve the public transit connections to jobs and career opportunities for all—a crucial component of an equitable recovery.

On behalf of the LIC business community, I thank you for your consideration of these matters.



## Summer Networking Night

Tuesday, August 2, 5:30-7:30 p.m.  
ICONYC Brewing Company, 46-63 11th Street  
Register at [licqns.com/networkaticonyc](http://licqns.com/networkaticonyc)





**From:** Jodi Grace <jgrace@local3ibew.org>  
**Sent time:** 07/20/2022 11:07:42 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** cerikson <cerikson@local3ibew.org>; Christopher Erikson, Jr. <ceriksonjr@local3ibew.org>  
**Subject:** Pennsylvania Station Area Civic and Land Use Improvement Project  
**Attachments:** Untitled.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Please see the attached letter from Local 3, IBEW Business Manager Christopher Erikson regarding the above referenced project.

--

Jodi Grace  
Executive Assistant to the Business Manager  
Local Union 3, IBEW  
718.591.4000 x. 585  
Fax: 718.570.1005  
[jgrace@local3ibew.org](mailto:jgrace@local3ibew.org)



**Local Union No. 3**  
**International Brotherhood of Electrical Workers**  
**OF GREATER NEW YORK AND VICINITY**

**OFFICES AND HEADQUARTERS**  
 158-11 Harry Van Arsdale Jr. Avenue, Flushing NY 11365  
 Phone 718-591-4000 • Fax 718-380-8998  
 200 Bloomingdale Road, White Plains NY 10605  
 Phone 914-948-3800 • Fax 914-948-1843

AFFILIATED WITH AFL-CIO  
 NEW YORK CITY  
 CENTRAL LABOR COUNCIL  
 AFL-CIO  
 BUILDING & CONSTRUCTION  
 TRADES COUNCIL  
 OF GREATER NEW YORK  
 AFL-CIO  
 AND ALL STATE AND  
 CENTRAL BODIES

July 20, 2022

**To: Directors of the New York State Urban Development Corporation (d/b/a Empire State Development)**

**From: Christopher Erikson, Business Manager of Local Union No. 3, International Brotherhood of Electrical Workers**

**Re: Pennsylvania Station Area Civic and Land Use Improvement Project (formerly known as the Empire Station Complex Civic and Land Use Improvement Project)**

I am writing to you on behalf of the 28,000 members of Local 3, IBEW to voice our support, in tandem with the Building and Construction Trades Council of Greater New York, for approving the Pennsylvania Station Area Civic and Land Use Improvement Project with a Project Labor Agreement.

Local 3, IBEW represents the inside and outside construction wireman electricians in New York City, plus 1,000 apprentices currently in our five-year Apprenticeship Program. Over 70,000 people benefit from the plans and programs administered by the Joint Industry Board, comprised of Local 3 and signatory employers. Our union is proud of our history in building the City into what it is today. With this Proposed Project and a PLA, we will serve a critical role in building its future.

Primarily, this Project Plan under consideration will renovate the existing Penn Station — the busiest in the United States — and create more safer space for commuters and visitors. Furthermore, it will renovate and develop approximately 18 million gross sq. ft. of new Class-A commercial office, retail, community facility, and hotel space, and up to 1,800 residential units across ten (10) new buildings. These renovations and expansions will include new entrances and access points, enhancements to the surrounding streetscape, and open public spaces for better circulation of pedestrians, bicycles, and vehicles.

This is a big job that must be done the right way. That is, a Project Labor Agreement is necessary here to set forth the terms and conditions for the construction workers renovating Penn Station and developing the surrounding neighborhood, thereby ensuring these are safe, skilled, and sustaining jobs. As seen by the successful

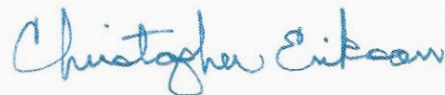


completion of Moynihan Train Hall, including 255,000 sq. ft. of commuter space and 730,000 sq. ft. of commercial office, retail, and dining areas, the largest infrastructure projects with PLA's can create thousands of good jobs with family-sustaining wages, medical and retirement benefits, and opportunities for young people and city residents to enter the unionized construction industry through pre-apprentice and apprenticeship programs, such as ours.

Moynihan Train Hall is only the first step in meeting the City's needs and goals within the Penn Station Area. Continuing and completing its renovation and development is our priority, as much as it is the City's. As long as the Project Plan has a PLA for construction workers, we will support its full implementation and stand ready to get the job done.

Thank you for your time and consideration of my comments.

Respectfully,

A handwritten signature in blue ink that reads "Christopher Erikson". The signature is written in a cursive, flowing style.

Christopher Erikson  
Business Manager

**From:** Damina Townes <[REDACTED]>  
**Sent time:** 07/20/2022 11:11:37 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Penn Station Development 21 July 2022 at 9:30 am

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Damina E. Townes  
Resident of NYC  
Commuter

Requesting to speak during board meeting on penn station deal.

Requesting clarification on the destruction of the Penn Station area

The Majority of the construction will be focused on the 10 tower Vornado campus while the actual train hall and station will be only a small construction aspect.

I am questioning the justification of the destruction of the neighboring are and the creation of supertall in order to fund a of a train station that isn't completely planned out and is barely being rbought above ground? Are there no other ways of collecting or raising funds?

Damina E. Townes

**From:** Elizabeth Corrigan <elizabeth@ironworkers.net>  
**Sent time:** 07/20/2022 11:31:09 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Cc:** Robert Walsh <bobwalsh@ironworkers.net>; Lizmary Rodriguez <lrodriguez@nycbuildingtrades.org>; glabarbera@nycbuildingtrades.org  
**Subject:** PENN STATION REDEVELOPMENT  
**Attachments:** ESD MEETING\_20220720102307.pdf

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

SEE ATTACHED

*Elizabeth J. Corrigan, Administrative Assistant*

*International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers Local 40, 1st FL, New York, NY 10016*

ROBERT W. WALSH, Business Manager  
DANIEL D. DOYLE, President

FAX (212) 779-3267  
(212) 889-1320 - 1 - 2

**INTERNATIONAL ASSOCIATION BRIDGE, STRUCTURAL,  
ORNAMENTAL AND REINFORCING IRON WORKERS**

**LOCAL UNION NO. 40**

Raymond Corbett Building  
451 PARK AVENUE SOUTH  
NEW YORK, N.Y. 10016-7390



July 20, 2022

**Re: Empire State Development Corporation Meeting  
Regarding Pennsylvania Station Area Civic and Land Use Improvement Project**

To Whom It May Concern;

For more than a century, we have devoted our lives, through our union, to improving the every day lives of the people who built the great city of New York.

We support approving the Pennsylvania Station Area Civic and Land Use Improvement Project with a Project Labor Agreement setting forth terms and conditions for the construction workers renovating Penn Station and developing the surrounding neighborhood.

The project plan will renovate the existing main station to improve access and circulation creating a safe and easier way for passengers to navigate throughout the concourse.

The Station renovations will incorporate new entrances and access points as well as enhance the surrounding streetscape, address open spaces, and pedestrian, bicycle, and vehicular circulation.

The project will also result in the development of ten (10) new buildings that will allow for up to 1800 residential units with 540 intended to be permanently affordable.

The plan will also generate Class A commercial office, retail, and potentially hotel space as well as improve open public space around the Penn Station neighborhood.

This project will create a substantial number of construction jobs for workers. The General Project Plan should include a requirement that construction work must be performed under a project labor agreement. This would ensure that the construction workers employed on this project receive family sustaining wages as well as medical and retirement benefits.

A project labor agreement would afford apprentices an opportunity to hone their skills and advance their careers in the construction industry through the hours of work that would be available on this project.

Performing this work under a project labor agreement will also provide opportunities for city residents to gain entry into the construction industry through our pre-apprentice and apprenticeship programs.

This project has the potential to revitalize and modernize our City, improve our transportation, and create middle class jobs for our members in the process. A project labor agreement with the Building and Construction Trades Council will help this project reach its full potential.

Thank you.

Robert W. Walsh  
Business Manager

**From:** Melissa Hughes <Melissa@iuoelocal14.com>  
**Sent time:** 07/20/2022 11:34:54 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Penn Station Redevelopment  
**Attachments:** image001.jpg Penn Station Redevelopment.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good Morning,  
Please see attached on behalf of Allen Wright.  
Thank You,  
Melissa

*Melissa Hughes*

I.U.O.E. Local 14-14B  
159-18 Northern Boulevard  
Flushing NY, 11358  
Tel: (718) 939-0600 Ext. 103  
Fax: (718) 939-3131  
[Melissa@iuoelocal14.com](mailto:Melissa@iuoelocal14.com)





# INTERNATIONAL UNION OF OPERATING ENGINEERS

AFFILIATED WITH THE A.F.L.-C.I.O.

**LOCAL UNION 14-14B**



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HUGH MANLEY

KENNETH B. KLEMENS, JR.

ALLEN S. WRIGHT

TIMOTHY S. BROGAN

July 20, 2022

To Whom it May Concern

On behalf of the more than 1,400 men and women represented by IUOE Local 14-14B, we are urging you to support the Penn Station Redevelopment.

This project will not only create hundreds of union jobs, will transform, and revitalize Penn Station will include the construction of as many as ten new state-of-art office and residential buildings. This seminal project will improve service and access with the addition of upgraded tracks, new platforms, elevators, and links to subways and Metro North.

Beyond the bringing the station into the 21<sup>st</sup> century, the new buildings will create desperately needed new housing. Some 1,800 new residential units including more than five hundred permanently affordable residences.

Just as importantly, this project will provide tens of thousands of good paying union jobs. Job demands that will also create new opportunities for men and women to enter the workforce, learn new skills, and provide for their families.

Throughout our history New York City has always embraced big projects. From the Brooklyn Bridge to Penn and Grand Central Stations and the Hudson Yards, we continue to evolve and provide for our families.

Let us not stop now.

Sincerely,

Allen S. Wright

**From:** Elizabeth Boller <eboller@hwcli.com>  
**Sent time:** 07/20/2022 11:39:10 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Testimony  
**Attachments:** Rebecca Sanin testimony.pdf

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

On Behalf of Rebecca Sanin  
Sent from [Mail](#) for Windows



Health & Welfare Council of Long Island | 110 Walt Whitman Rd | Suite 101 | Huntington Station, NY 11746 | ☎ 516 483 1110 | 📠 516 483 4794 | ✉ connect@hwcli.com

To Whom It May Concern:

Long Island and New York share a mutual economy. Thousands of Long Islanders commute to Penn Station every day in order to get to work, study, and access medical care and opportunities. Penn Station is an essential gateway to New York City for Long Islanders and has long lacked appropriate accessibility for Long Islanders that have disabilities, are elderly, pregnant or simply cannot negotiate the crowded stairwells and inaccessible bathrooms.

To my knowledge, there are currently only two elevators serving a transit hub with more than 600,000 daily commuters. This is an unacceptable design flaw that places an undue burden on commuters that are disabled. Penn Station, as it stands today, does not welcome people with various physical challenges and disabilities. Meaningful upgrades in the current proposal will significantly improve the quality-of-life of countless commuters.

The Health and Welfare Council of Long Island is an umbrella organization for hundreds of human service agencies across the Long Island region. We advocated for Moynihan Train Hall, which was a major win for LIRR passengers and New Yorkers. Now, we need to fix the rest of Penn Station together with the surrounding area and intermodal transit connections to match Moynihan's bold transformation and better serve commuters from Long Island who rely on this network every day.

A new Penn Station benefits the entire region, not just New York City. This is a transformative investment in our country's busiest transit hub that will be felt for generations to come. This investment will open new doors for Long Islanders and further increase our region's interconnectivity. Penn Station needs to be a place that is accessible for every Long Islander entering the city and for New York City residents traveling to our region. Our mutual economy is only successful when every member of our communities can participate. I urge you to advance a safer, more accessible Penn Station.

Sincerely,

*Rebecca Sanin*

Rebecca Sanin

President & CEO

Health and Welfare Council of Long Island

## Board of Directors

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Isma H. Chaudhry



**From:** Emma McLaughlin <emcloughlin@gnylecet.org>  
**Sent time:** 07/20/2022 11:50:08 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Penn Station Project testimony  
**Attachments:** Penn Station redevelopment.docx.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good morning,

I'm attaching written testimony on behalf of the New York State Laborers Employers Cooperation and Education Trust in support of the Penn Station Project.

Best wishes,  
Emma McLaughlin



July 20, 2022

Re: Penn Station Redevelopment

The New York State Laborers Employers Cooperation and Education Trust represents over 40,000 union members, twenty-four local unions and 1,500 affiliated contractors throughout New York State. NYS LECET aggressively advocates for responsible development, as well as wage and safety standards for our members, raising the floor for both union and nonunion construction workers.

Collectively, NYS LECET staunchly supports the proposed Pennsylvania Station Project, a comprehensive plan to modernize and enhance Penn Station and its surrounding area. With its redevelopment, Penn Station has the opportunity to become a source of economic revitalization, rather than a nuisance to the commutes of passengers. The proposal to improve upon the site will benefit millions of commuters and visitors, as well as local residents and workers through accessibility upgrades that will increase the safety and ease through which passengers navigate the station

The Penn Station Project proposal will create hundreds of construction jobs with fair wages and benefits, provide significant neighborhood improvements and make traveling through the hub a more pleasant experience. The project will result in the development of ten new buildings, allowing for 540 permanently affordable units out of 18000 residential units. Not only will this project benefit local residents in the immediate area, but residents of New York City at large who will be working on the project. A project labor agreement with the Building and Construction Trades Council will help this project reach its full potential. Through a Project Labor Agreement, the Penn Station Project has the opportunity provide solid middle class jobs with union wages and benefits to hundreds of construction workers, while modernizing our City and improving access to one of America's most renowned transit hubs. The project will spur much needed economic activity, creating good jobs with prevailing wages and infusing money back into the City. This project will be of tremendous benefit to the City of New York, its residents and both workers and commuters just passing through.

NYS-LECET thanks you again for this opportunity to testify in support of the use of a project labor agreement for the Pennsylvania Station Project.

**From:** Elizabeth Marcello <elizabeth@reinventalbany.org>  
**Sent time:** 07/20/2022 11:55:38 AM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Comments for July 21 Empire State Development Directors Meeting  
**Attachments:** Reinvent Albany Testimony to ESD Board July 20, 2022.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Hello,

Please see the attached testimony for the July 21 ESD Directors meeting, agenda item VII. Pennsylvania Station Area Civic and Land Use Improvement Project.

Thank you for the opportunity to submit written testimony.

Best regards,  
Elizabeth

--

Elizabeth Marcello, Ph.D.  
Senior Research Analyst  
Reinvent Albany

c: [REDACTED]  
<http://www.reinventalbany.org/>



## **Testimony to Meeting of the Directors of the New York State Urban Development Corporation d/b/a Empire State Development**

**July 20, 2022**

Reinvent Albany advocates for transparent and accountable New York State government and has closely followed the proposed Penn Station Redevelopment project.

Reinvent Albany supports the State investing in mass transit, and renovating Penn Station to better serve transit riders. However, we ask you to vote “no” on the General Project Plan (GPP) and reject any financing approach that involves providing large tax abatements to a real estate developer building on some of the most valuable land on planet Earth.

We urge you and the Hochul administration to be honest with the public about the actual costs of each component of this project. This should include who will pay for each component, and why it makes sense to use a PILOT agreement that will involve state taxpayers fronting the money for PILOT-backed bonds for years, and then taking on the full risk of paying for those bonds if the real estate developer – Vornado – does not build out its properties as authorized by the GPP.

The materials provided to the Board of Directors outline a City/State split of theoretical revenue from Vornado’s planned development around Penn Station. However, the materials do NOT include basic details, such as:

- How much would each component of the Penn Station area project cost (Penn Station *refurbishment*, Penn Station *expansion*, Gateway tunnels, and public realm improvements)?
- How much revenue is Vornado real estate development in the form of Payment In Lieu of Taxes (PILOTs) assumed to generate?
- How much will taxpayers have to pay before Vornado development starts generating PILOT revenue?
- What is the dollar figure for 12.5% of the cost of the reconstruction plus potential expansion of Penn Station?
- What is the difference between “Transit Improvements” where 50% of PILOT revenues would be used, and “Penn Reconstruction” where 12.5% of such revenues would be used? What specific projects would fall under either category?

We note that the non-binding framework agreement between the Governor and Mayor blurs together what were previously referred to in state presentations as two distinct project components: the “reconstruction” of the existing Penn Station and the “expansion” of the station. Each of these components is projected to cost billions of dollars, and we think lumping them together is a red flag that ESD has something to hide from the public.

To date, Empire State Development still has not published details about the City-State deal – continuing a long failure to publish basic information about project financing and likely subsidies for Vornado. Three years into a state deal that could include a \$1.2B tax break for Vornado, ESD has not explained the most fundamental question: why fund Penn Station improvements with a secretive scheme that steers future NYC property tax revenue to the State via a Payments in Lieu of Taxes (PILOT) and puts all the risk on taxpayers? Why is traditional capital financing being eschewed for something much riskier? Do ESD Board members know? Why isn’t this information public?

The fatal flaws of Governor Hochul’s Penn Station plan include:

### **Financing doesn’t add up**

A [recently-released study](#) commissioned by Reinvent Albany and written by researchers at the Schwartz Center for Economic Policy Analysis at The New School shows that even under the best circumstances, there simply won’t be enough money to fund New York’s share of the \$40 billion project. The study notes: “With \$4.1 billion in net commercial PILOT revenues under an optimistic scenario, this would leave a shortfall between \$3.4 to \$5.9 billion to be filled by other revenue streams (not including potential debt financing costs in the form of state interest support payments).”

### **Disingenuous project goals**

As noted, the details surrounding any relationship with Vornado, the majority property owner at the redevelopment site, remain murky. What is clear, however, is that the core of the project is a tax break worth up to \$1.2 billion for that company. Is this project about expanding and improving transit access, or is this project about benefiting a major donor to the Governor?

### **Too many details are hidden**

Throughout the planning process for this Penn Station project, materials have been provided to the Community Advisory Committee (CAC) that have not been released to the public. Further, CAC members were under a gag order to not share any information with the public. Our group filed a Freedom of Information Law request for the [CAC materials that were eventually \(and reluctantly\) provided](#).

This is not how democracy works. In a democracy, the public is involved at every stage of planning, and government operates openly and transparently. The Penn Station Redevelopment project is the poster child for a top-down and undemocratic project that does not have the public's interest in mind.

**Vote No**

The ESD Board is bound by a fiduciary duty to the public. Board members signed an acknowledgement of such duty with the state Authorities Budget Office. [This duty](#) requires that Board members act “in the best interest of the authority, its mission and the public.” In this spirit, we urge the ESD Board to act in good faith, review the information provided, in addition to what has not been provided, and remember their oath.

We urge you to vote NO on this project.

Thank you for the opportunity to submit written testimony. Please send any questions to Elizabeth Marcello at [elizabeth \[at\] reinventalbany.org](mailto:elizabeth@reinventalbany.org).

**From:** Santana, Angel (ESD) <Angel.Santana@esd.ny.gov>  
**Sent time:** 07/20/2022 12:02:39 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** FW: Admin Letter re Penn Station Civic Project re GPP  
**Attachments:** Admin Letter to ESD re Penn Station Civic Project re GPP.pdf

---

**From:** Pretente, Janine <jpretente@cb.nyc.gov>

**Sent:** Wednesday, July 20, 2022 11:54 AM

**To:** Knight, Hope (ESD) <Hope.Knight@esd.ny.gov>

**Cc:** jbodine@cb.nyc.gov; cb4chair <cb4chair@gmail.com>; pgoebel@manhattanbp.nyc.gov; kurt@nysenate.gov; johanna@senatorjackson.com; betsy schmid <betsy.schmid@mail.house.gov>; Leicht, Holly (ESD) <Holly.Leicht@esd.ny.gov>; dario@senatorjackson.com; berlow@nysenate.gov; Green, Gabriella (ESD) <Gabriella.Green@esd.ny.gov>; Santana, Angel (ESD) <Angel.Santana@esd.ny.gov>; Wendi Paster <pasterw@nyassembly.gov>; scoughlin@council.nyc.gov; Vikki Barbero <[REDACTED]>; Matt Tighe <tighem@nyassembly.gov>; Kunkes, Andrew <Akunkes@cityhall.nyc.gov>; Andrew Cantu (DCP) <ACANTU@planning.nyc.gov>; Lavery, Michael <mlavery@panynj.gov>; Marisa Maack <marisa@cb5.org>; Chaparro, Lizette (ManhattanBP) <LChaparro@manhattanbp.nyc.gov>; Carroll, Chris (ManhattanBP) <C.Carroll@manhattanbp.nyc.gov>; robert.gottheim@mail.house.gov; shelby.garner@mail.house.gov; apostolmariusp@nyassembly.gov; fkreizman@cityhall.nyc.gov

**Subject:** Admin Letter re Penn Station Civic Project re GPP

**Importance:** High

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Respectfully submitted by Manhattan Community Board 4.

Janine Pretente

Community Associate

[Manhattan Community Board 4](#)

P.O. Box 2622 | New York, NY 10108

P: 212-736-4536

E: [jpretente@cb.nyc.gov](mailto:jpretente@cb.nyc.gov)

*\* Due to the abundance of State and City directives regarding the COVID-19 Pandemic, the Manhattan Community Board 4 office is closed to unscheduled visitors. We can be reached via email and phone. Phone messages will be retrieved and responded to in a timely manner.*

*All meeting details can be found on our website's [calendar page](#).*



**JEFFREY LEFRANCOIS**  
Chair

**JESSE R. BODINE**  
District Manager

CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**

424 West 33<sup>rd</sup> Street, Suite #580  
New York, NY 10001

tel: 212-736-4536  
[www.nyc.gov/mcb4](http://www.nyc.gov/mcb4)

July 20, 2022

Kevin S. Law Chair  
Empire State Development  
633 Third Avenue, 36th Floor  
New York, NY 10017

Hope Knight President & CEO  
Empire State Development  
633 Third Avenue, 36th Floor  
New York, NY 10017

**Re: General Project Plan (GPP) and Final Environmental Impact Statement (FEIS) for Penn Station Area Civic and Land Use Improvement Project**

Dear Chair Law and President Knight:

After reviewing the latest draft of the published GPP, Manhattan Community Board 4 (MCB4) continues to request that the ESD Board not certify the Penn Station Area Civic and Land Use Improvement Project Final Environmental Impact Statement (FEIS) and approval of General Project Plan (GPP) unless the deficiencies regarding the lack of study of adverse impacts and proper mitigation pertaining to Community District 4 have been fully addressed. We further request that a much stronger governance framework for the project be spelled out in the GPP, as well as a prospective schedule and pricing of the air rights.

1. In spite of ESD response, MCB4 has not found proof that the FEIS properly takes in account the cumulative effects of the two largest transportation projects in New York City history, which are located within 2000 ft. of each other along Eighth Avenue: the Penn Complex and the Port Authority development of two bus terminals and four towers.<sup>1</sup>

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<sup>1</sup> [https://www.dec.ny.gov/docs/permits\\_ej\\_operations\\_pdf/seqrhandbook.pdf](https://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf)



The FEIS does not account for the fact that the Port Authority intends to operate an interim bus terminal on West 30<sup>th</sup> Street between Ninth and Tenth Avenues, just one block away from the project. This will have significant negative impact on the volume of pedestrians and vehicles in the area.

As required by the SEQR, the FEIS must study the cumulative traffic, pedestrians, transit, air quality, noise, and construction impacts of those projects to the neighborhoods along and west of Eighth Avenue.

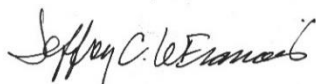
2. As indicated in our previous letter, MCB4 believes that enhancing the permanent affordable housing on Site 1 is an appropriate first step in mitigating community losses of housing. We appreciate that some residential units were added to the project, but this is insufficient. Site 1B should be required to be 100% residential – no commercial – and with a much larger proportion of affordable units.
3. Governance: The formula for allocation of funds to the Public Realm must be spelled out in the GPP to avoid MTA or Amtrak appropriating a disproportional share of the proceeds of air rights sales.

The CACWG has recommended that an entity be created that supervises all the agencies that participate in the project including Amtrak and MTA. Without such, these agencies are not accountable to anyone for spending the funds on the agreed upon projects and with the proper controls. This is a recipe for disaster.

4. ADR: The GPP must include a schedule of planned sales of air rights as well as a written commitment that the air rights will be sold at market value, without any discount. Without such a specification in the GPP, there is no guarantee that the air rights will produce the needed revenue for the project.

We look forward to the issues raised in this letter being addressed by the board in the GPP and the FEIS, and finally, to a much improved Penn Station.

Sincerely,



Jeffrey LeFrancois, Chair  
Manhattan Community Board 4

cc: Hon. Jerry Nadler, U.S. Congress  
Hon. Robert Jackson, U.S. Senate  
Hon. Brad Hoylman, U.S. Senate  
Hon. Richard Gottfried, NYS Assembly Member

Hon. Eric Adams, Mayor of the city of New York City  
Hon. Erik Bottcher, NYC Council Member  
Department of City Planning  
Port Authority of New York and New Jersey Manhattan  
Manhattan Community Board 5

**From:** Santana, Angel (ESD) <Angel.Santana@esd.ny.gov>  
**Sent time:** 07/20/2022 12:02:24 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** FW: Penn Area Plan  
**Attachments:** CB5 July 20 2022 ESD letter.pdf

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**From:** Kim Rodney <kim@cb5.org>  
**Sent:** Wednesday, July 20, 2022 11:56 AM  
**To:** hknight@gjdc.org  
**Cc:** Green, Gabriella (ESD) <Gabriella.Green@esd.ny.gov>; Santana, Angel (ESD) <Angel.Santana@esd.ny.gov>  
**Subject:** Penn Area Plan

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Attached, Please find CB5 letter Penn Area plan.

--

*Kim Rodney*

*Assistant District Manager*

*Community Board Five*

*450 Seventh Avenue, Suite 2109*

*New York, NY 10123*

*212 465-0907*

*212 465-1628 (fax)*

[kim@cb5.org](mailto:kim@cb5.org)

[www.cb5.org](http://www.cb5.org)

# MANHATTAN COMMUNITY BOARD FIVE

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109  
New York, NY 10123-2199  
212.465.0907 f-212.465.1628

Marisa Maack, District Manager

July 20, 2022

Hope Knight  
President, Chief Executive Officer and Commissioner  
Empire State Development  
625 Broadway  
Albany, NY 12207

Dear Hope Knight and directors of ESD,

On behalf of Manhattan Community Board Five, we urge you to reject the Penn Area GPP. Overall, the plan has too many unmitigated negative impacts, is based on a false premise that the area around Penn Station is blighted, does not serve a civic purpose, is contrary to good municipal land use, is financially risky and fiscally irresponsible.

The project would cause the displacement of hundreds or thousands of residents and businesses through the use of eminent domain. It would bring extreme built density that would cause dark shadows and inhospitable streetscape, it would create pedestrian congestion, destroy historic resources, cause noise and other socioeconomic adverse impacts.

We are pleased that the revised GPP will add more housing units but believe that the number of guaranteed affordable housing units is still inadequate. The project would usurp NYC's right to enact their own upzoning. ESD's plan deprives NYC of the opportunity to capture the totality of the additional tax revenue generated by such upzoning.

ESD's claim that New York City failed to act on zoning in the area is extremely problematic and sets a terrible precedent that would justify the state's capricious intervention in municipal matters, and should be a huge warning at all communities in the state.

The project is financially unsound. It would create a funding scheme backed by ghost revenue that may never materialize. The State would have to use its own assets to guarantee and enhance the credit rating for bonds or loans backed by the GPP alleged revenue. It would have to use interest support. It is fiscally irresponsible and puts taxpayers on the hook for possibly billions of dollars.

This plan is built on generous tax breaks to developer Vornado, one of the largest real-estate companies in the country, a company that has free access to working capital and should not be the beneficiary of economic development subsidies.

In a best case scenario, the plan would only fund up to 12.5% of Penn Station improvements, placing a huge land use burden on one single community while forcing the state to find additional revenue to complete the necessary funding of the transit projects.



The revenue from the increased FAR and from the payments in lieu of taxes (PILOTs) is uncertain, may never materialize or may start to materialize years or decades after funds are needed. The state will be left to guarantee the debt backed by the ghost revenues or borrow to bridge the funding needs.

ESD has not explored nor presented any alternative funding schemes. Municipal finance instruments similar to the Environmental Bond Act of 2022 (\$4.5B) or the Smart Schools Bond Act of 2014 (\$2B) should be explored to provide reliable funds to improve Penn Station. The Governor and the legislature should work to create the Equity Infrastructure Bond Act to (\$5B) to satisfy NY State Commitment to Penn Station improvements. To date, ESD has refused to provide M-CB5 with data, financial methodology and/or simulations on the expected revenue from the project.

The project is almost universally opposed: it is opposed by the entire delegation of elected officials representing the area, including Congressman Nadler, Congresswoman Maloney, State Senator Hoylman, State Senator Jackson, State Senator Krueger, Assemblymember Gottfried, Council Member Bottcher, Borough President Mark Levine. It is opposed by Community Board Four and Community Board Five. It is also opposed by major civic organizations and good government groups, including MAS, NY Landmarks Conservancy, Tri-State Transportation Campaign, ReInvent Albany, as well as a coalition of 14 neighborhood associations.

Community Board Five respectfully asks that based on the deep flaws of the project, that you vote NO on the Adoption of Findings Pursuant to the New York State Environmental Quality Review Act ("SEQRA"); Adoption of Findings Pursuant to Section 10 of the New York State Urban Development Corporation Act ("UDC Act"); Affirmation of a Modified General Project Plan; Authorization of an Agreement with the City of New York Regarding the Project; Authorization of a Subsidiary Pursuant to UDC Act Section 12; and Authorization to Take All Related Actions related to Pennsylvania Station Area Civic and Land Use Improvement Project.

Sincerely,



Vikki Barbero  
Chair



Layla Law-Gisiko  
Chair, Land Use, Housing and Zoning Committee

Cc: Gabriells Green, Empire State Development  
Angel Santana, AVP, Community Relations, Empire State Development



**From:** Felicia Park-Rogers <felicia@tstc.org>  
**Sent time:** 07/20/2022 12:03:42 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** Penn Area GPP comments  
**Attachments:** ESD Board Comments re Penn Area GPP July 20, 2022.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

July 20, 2022

From: Felicia Park-Rogers, Director of Regional Infrastructure Projects

Re: ESD Board Meeting July 21, 2022

Agenda item VII. Pennsylvania Station Area Civic and Land Use Improvement Project

To: Members of the Board of the Empire State Development Corporation

To Whom It May Concern,

I am writing on behalf of the Tri-State Transportation Campaign to voice some of our concerns regarding the Pennsylvania Station Area Civic and Land Use Improvement Project.

I have served on behalf of TSTC as a member of the Community Advisory Committee for nearly two years. During this time, modifications have been made to the plan in response to community input and the vision of Governor Hochul.

Nevertheless, we still have concerns about the GPP. For nearly 30 years, TSTC has worked to improve transit and transportation in Connecticut, New Jersey, and New York through research, data, policy, and advocacy. We seek to improve regional connectivity, improve equity, and reduce the harmful effects of transportation on our communities and environment. In New York State approximately 40% of emissions are generated from transportation. If we are to have any hope of slowing down our climate catastrophe, these emissions must be dramatically reduced as soon as possible.

For these reasons, although TSTC is not a land use organization, we strongly support transit oriented development. There are few better examples in our region of transit oriented development than the Penn Station Area. We are not against development or increasing the density of the development in the Penn Station Area.

We do not have expertise in development financing and will leave in-depth analysis of this plan's financing scheme to those who do. Nevertheless, we have major concerns that this plan does not meet its goals of creating significant funding for significant transit upgrades in Penn Station.

One significant concern is the site selections of the GPP. Given that the primary stated goal of the plan is to improve Penn Station, why do the selected sites not include Block 781, the site which contains Penn Station itself? You cannot significantly improve the safety, reliability, and efficiency of transit service in and through the station without improving the site itself. This could be achieved for less cost, greater transit outcomes, and less inconvenience even while leaving Madison Square Garden in its current location.

By not including Block 781 in the GPP MSG is allowed to continue acting as a roadblock instead of a partner in improving the station from the track and platform level up. Additionally, it means leaving 2 Penn intact as well. This building is outdated, ugly, and also an impediment to improving the transit in the station. Why not tear down 2 Penn and build a new train hall on the lower levels and a modern, environmentally friendly, Class A commercial building in its place?

Working around these two buildings leads to a price tag for the Penn Station renovation which is estimated to be anywhere between \$7 billion to \$10 billion. At the end of which- there are still no significant exits or entrances in the places where they make the most sense- to the West on 8th Ave or the East on 7th Ave. The 7th Ave entrance/exit is still dominated by the unwieldy and confusing skyway entrance to MSG and a plaza for 2 Penn which is not connected to the station.

Block 781 should be included in the GPP. We are concerned about the price tag of this renovation. It is extraordinarily high. Compare it for example to the renovation of Moynihan Station which is estimated to have cost approximately \$1.5 billion. And the funds generated by the GPP, if they are generated, will only pay for 12.5% of that \$7-10 billion. Even after the NJ and Federal match, where will the rest of the funds come from?

Our second set of concerns relate to the proposed transit improvements. These improvements will help reduce congestion in the station and on the streets of the area. However, they do not fundamentally improve reliability, safety, or accessibility for the transit users of Penn Station. They should be requirements of future development, but in a scheme more similar to the East Midtown Re-zoning effort. Simply put, the GPP does not extract enough benefit for the riders of the MTA, NJ Transit, and Amtrak to warrant the benefits that are being conferred to the developers.

We urge you to defer the vote on this project and to continue to modify it before it is too late. This plan is insufficient. It's not doing what it's supposed to do. It is not providing the transit improvements that it needs to.

Thank you for your consideration.

---

Felicia Park-Rogers, Director of Regional Infrastructure Projects  
Tri-State Transportation Campaign,  
mobile and text: [REDACTED]

[www.tstc.org](http://www.tstc.org)

Twitter: @Tri-State

Facebook: [www.facebook.com/tristatetransportationcampaign](https://www.facebook.com/tristatetransportationcampaign)

Stay up to date with the latest in regional transit and transportation on our blog, Mobilizing the Region: <http://blog.tstc.org/>



July 20, 2022

From: Felicia Park-Rogers, Director of Regional Infrastructure Projects

Re: ESD Board Meeting July 21, 2022

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TSTC@TSTC.ORG



231 W 29TH STREET, SUITE 904  
NEW YORK, NY 10001



(212) 268-7474





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TSTC@TSTC.ORG



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NEW YORK, NY 10001



(212) 268-7474

TRI-STATE TRANSPORTATION CAMPAIGN



We urge you to defer the vote on this project and to continue to modify it before it is too late. This plan is insufficient. It's not doing what it's supposed to do. It is not providing the transit improvements that it needs to.

Thank you for your consideration.



TSTC@TSTC.ORG



231 W 29TH STREET, SUITE 904  
NEW YORK, NY 10001



(212) 268-7474

**From:** esd.sm.EmpireStation <empirestation@esd.ny.gov>  
**Sent time:** 07/20/2022 12:37:04 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** FW: I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

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-----Original Message-----

From: REGINA MAROTTA  
Sent: Tuesday, July 19, 2022 10:41 AM  
To: esd.sm.EmpireStation ; District3@council.nyc.gov; info@manhattanbp.nyc.gov; GottfriedR@nyassembly.gov; PaulinA@nyassembly.gov; Speaker@nyassembly.gov; lkrueger@nysenate.gov; comrie@nysenate.gov; scousins@nysenate.gov; hoylman@nysenate.gov; info@fixpenn.com  
Subject: I'm Adding My Voice in Support of the Governor's Plan for a New Penn Station

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello, I am one among thousands of New Yorkers who fully support Governor Hochul's proposed plan to transform Penn Station.

Penn Station was once one of the crown jewels of our city—not just the most important transit hub in the region but an architectural gem. Since the 60s it has fallen into the disrepair commuters have grown accustomed to—a dilapidated basement of a station almost universally reviled by the 600,000+ riders it serves every day.

With the Governor's proposal, we have a unique opportunity to reimagine Penn Station, and restore its original promise as a grand gateway to New York.

This plan is a rare opportunity to not only revitalize Penn Station, but also create thousands of jobs, prioritize smart transit, and improve the lives of hundreds of thousands who commute through Penn Station daily.

A recent report issued by the Regional Plan Association highlights the need to continue investing in our infrastructure as transit ridership is expected to surpass pre-COVID levels by the end the decade. As more people return to the office, combined with increased demand from the Bronx and Westchester as a result of Penn Access, the lack of transit capacity at Penn Station will soon be untenable.

Penn and the surrounding district does not meet the needs of nearby residents and commuters who deserve a world-class station here in New York City. Capacity has not increased despite daily ridership ballooning to 600,000 over the last few decades. The commuter experience is defined by delays and countless obstacles that take up valuable time as commuters get to work and return to their families.

And, crucially, the Station is completely unfit to meet the needs of disabled New Yorkers with only offers 2 elevators that connect to street level. The addition of 18 more escalators and 11 new elevators would address critical accessibility needs at the station. Public transportation must be built for commuters of all abilities—and the Governor's plan helps us do just that at Penn Station.

Outside Penn, homelessness and crime have become serious issues in the neighborhood. Meanwhile there are few spaces open to the public that befit a renowned regional transit hub.. The new plan for Penn will revitalize the surrounding district with transformative neighborhood improvements including 8 acres of new public space, nearly 2000 new units of housing, increased connectivity to transit and widened sidewalks.

We have a once-in-a-generation opportunity to improve our nation's busiest transit hub. This is an investment whose impact and benefits will be felt for decades to come. The new Penn Station will be a symbol that New Yorkers can be proud of and look to as we rebuild our region following one of the toughest periods in modern history.

Now is the time to boldly invest in our infrastructure, in our economy, and in our future. Please move this plan forward - it will improve the lives of countless New Yorkers like mine.

Sincerely,

Régina Marotta LCSWR  
Sent from my iPad

**From:** esd.sm.PennStationArea <PennStationArea@esd.ny.gov>  
**Sent time:** 07/20/2022 01:32:15 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
**Subject:** FW: The Penn Station Expansion

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**From:** Tommy Mandel <[REDACTED]>  
**Sent:** Sunday, July 17, 2022 5:35 PM  
**To:** esd.sm.PennStationArea <PennStationArea@esd.ny.gov>  
**Cc:** rethink@rethinkpennstationnyc.org  
**Subject:** The Penn Station Expansion

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

To Whom It May Concern:

(To Who May Be Concerned:)

Is it too late? Has Roth and his Vornado juggernaut already taken over yet another thriving, vital and creative neighborhood in New York, consigning it, dooming it to demolition, so that more office space can be built (WITH ALL THE EMPTY OFFICE SPACE NYC ALREADY HAS!!!) -

while of course, in 2 years it will quietly be converted to Residential Investments for the Super Rich.

We all know that.

My question was just: IS IT TOO LATE?

I cut my teeth on the blocks this sinister Vornado Tornado is set to obliterate:

251 W. 30th Street housed countless Rock rehearsal studios, even a top rate Recording Studio (Daily Planet, a converted Furrier's Space - the thermal protection turned out to be great soundproofing!)

That ONE BLOCK still houses one of NYC's top vintage electronic/rock/touring musical gear and repair shops (Rogue), an active Church, one of the Best Bars in New York, and a rehearsal space that is dedicated to working musicians, dilettante hobbyist musicians, poor musicians, and worthy social causes. BLIGHTED?!?!? - yeah right!!!!

Please, let's come to our senses before another NYC treasure is pulverized like a city in Ukraine, and is replaced by MORE EMPTY Office Space!

thanks for your consideration,

Tommy Mandel - Bryan Adams, Dire Straits, B-52's, Clash, Pretenders, Tina Turner, Ian Hunter/Mick Ronson, David Johansen, Syl Sylvain, Klaus Nomi, The Spinners, Shannon, John Waite, Little Steven and the Disciples of Soul, Peter Wolf, Lavinia Draper, Denis Leary. Music Director, Sarah Lawrence College Theatre Dept. Grandfather. NYC born, and settled.

[tommymandel.wordpress.com/](http://tommymandel.wordpress.com/)

PS. I haven't even gotten into the corruption aspect of this - our new Governor's campaign received serious donations from the very party that plans to execute this terrible plan on the cool neighborhood in question.

**From:** Maia Berlow <berlow@nysenate.gov>  
**Sent time:** 07/20/2022 06:15:53 PM  
**To:** esd.sm.ESD <ESD@esd.ny.gov>  
Santana, Angel (ESD) <Angel.Santana@esd.ny.gov>; Leicht, Holly (ESD) <Holly.Leicht@esd.ny.gov>; Sean Coughlin <SCoughlin@council.nyc.gov>; pasterw@nyassembly.gov; Natalie Naculich <naculich@nysenate.gov>; Glen-Rayner, Olivia <Olivia.Glen-Rayner@mail.house.gov>; Brad Usher <[REDACTED]>; Justin Flagg <[REDACTED]>; Kenan Kurt <kurt@nysenate.gov>;  
**Cc:** Chaparro, Lizette (ManhattanBP) <LChaparro@manhattanbp.nyc.gov>; Matthew Tighe <tighem@nyassembly.gov>; robert.gottheim@mail.house.gov; Dario Quinsac <quinsac@nysenate.gov>; Shelby Garner <Shelby.Garner@mail.house.gov>; betsy schmid <betsy.schmid@mail.house.gov>; C.Carroll@manhattanbp.nyc.gov; Aya Keefe, ManhattanBP <akeefe@manhattanbp.nyc.gov>; Lee Lassiter, Andrew <aleelassiter@council.nyc.gov>  
**Subject:** Elected Official Public Testimony  
**Attachments:** Penn Final GPP EPO Comment.pdf

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

Good Evening,

Please see the attached testimony on behalf of U.S. Representatives Jerrold Nadler & Carolyn Maloney, Manhattan Borough President Mark Levine, State Senators Brad Hoylman, Robert Jackson, & Liz Krueger, Assembly Member Richard Gottfried, and Councilmember Erik Bottcher regarding the Adoption of Findings, Affirmations and Authorizations Relating to the General Project Plan for the Pennsylvania Station Area Civic and Land Use Improvement Project for tomorrow's meeting.

Please do not hesitate to reach out if you have any questions.

All my best,  
Maia

Maia Berlow  
Deputy Chief of Staff & Legislative Director  
NYS Senator Brad Hoylman  
322 8th Avenue, Suite 1700  
New York, NY 10001  
(518) 455-2451 phone  
(518) 426-6846 fax  
*Pronouns: she/her/hers*





**Testimony on the Adoption of Findings, Affirmations and Authorizations Relating to  
the General Project Plan for the Pennsylvania Station Area Civic and Land Use  
Improvement Project**

U.S. Representatives Jerrold Nadler & Carolyn Maloney  
Manhattan Borough President Mark Levine  
State Senators Brad Hoylman, Robert Jackson, & Liz Krueger  
Assembly Member Richard Gottfried  
Councilmember Erik Bottcher

July 20, 2022

We appreciate the opportunity to submit comments regarding the adoption of findings, affirmations and authorizations relating to the General Project Plan for the Pennsylvania Station Area Civic and Land Use Improvement Project.

Our districts, which cover Penn Station and the neighborhoods around it, including the proposed expansion and development areas, have seen enormous growth in residential and commercial development and the associated congestion in our transit system and on our streets over the last two decades. The increase in scale and density on Manhattan's West Side as a result of rezonings and development has led to a dramatic increase in the number of people who live and work around Penn Station and who rely on this transit hub.

The Empire Station Community Advisory Committee Working Group (CACWG) released its initial response to Empire State Development's proposed General Project Plan for Pennsylvania Station and its surrounding area in August of 2021. The report reflected input from two town halls, and a series of issue-focused meetings ranging from transportation to financing to public space, with significant engagement and support from ESD, the Metropolitan Transportation Authority, and Amtrak on technical details of the proposal.

We are thankful for the improvements that have been included as a result of the CACWG's work:

- Required residential use and community facility space, including significant increases in affordable and supportive housing.
- The guarantee of new affordable housing at site 4 which can be built before any potential southern expansion, ensuring new affordable housing for displaced tenants to relocate to.

- The creation of a Public Realm Task Force to continually engage the community who lives in and around Penn Station, along with 100% of the funding sources defined.
- The creation of a Development Corporation to oversee the public realm improvements, coordinate agencies, and audit all records related to the collection, distribution, accounting, and/or utilization of PILOT Revenue,
- Reductions in floor areas, bulk and massing, from 20 million gross square feet to 18 million, something that will greatly improve the sightlines and light in the area.
- Required fully electric buildings and equivalent LEED in effect at the time of design.
- Consideration of additional shared streets and protected bike lanes.
- Increased public space requirements on each GPP site and replacement of any loss of existing Privately Owned Public Space.
- More active, diversified street frontages.
- Reduction of allowable parking and increase of in-building bicycle parking.
- Preservation of the City's existing tax revenue in this district.
- An updated neighborhood conditions study including public realm conditions and conditions of study area properties.
- The protection of a key historic resource, the Gimbels Skybridge, by requiring a thorough alternatives study for any development at site 8 stating there must be no feasible alternative to preserving it.
- Safe Options Support teams to use evidence-based Critical Time Intervention approach to provide intensive outreach, engagement and care coordination services to street homeless individuals in the project area.
- Required project labor agreements on the construction of each site.

Our comments submitted on the FEIS raised outstanding questions and concerns. Additionally, as the communities most impacted by Penn Station and its operations, we request your thorough review of the testimonies submitted by Manhattan Community Boards 4 and 5.

## Remaining Concerns

### *Governance*

We are pleased to see that the City and State have agreed to create a Development Corporation to oversee the public realm improvements and ask that the Development Corporation oversee all aspects of the plan including above ground development and below ground infrastructure upgrades to maximize agency coordination and accountability.

We are grateful for the \$50 million commitment towards the public realm fund from early project revenues. Additionally, we recommend that a formula be established to ensure that revenue from the PILOTs is regularly and equitably dedicated towards the public realm improvements. There have been concerns raised that an undue share of the revenue will go towards the Transit Improvements and Penn Reconstruction and Expansion, and funding the public realm improvements beyond the initial \$50 million will not be prioritized.

#### *Madison Square Garden*

We maintain that moving Madison Square Garden is in the best long term interests of our city: the ability to provide for a grand above-ground train hall, enable the construction of wider platforms and realigned tracks, allow for track expansion without displacing residents, facilitate ease of public realm improvements, and provide for the addition of through running. We request that a group of stakeholders be convened to explore alternative locations for MSG and that design guidelines be left flexible to contend with the possibility of moving MSG.

#### *Disclosure of Financial Information*

We remain concerned that important questions regarding the financing of the project remain unanswered in the GPP. Some of the questions we raised in our comments on the FEIS have been answered with the release of the Letter of Mutual Agreement between New York City and New York State. However, we urge additional disclosure of financial information in the following areas.

- Fundamental questions related to the assumptions regarding projected revenue from PILOTs and the impact of changing work patterns on the need for office space in New York City still have not been shared with the public or with the ESD board.
- ESD should provide a detailed timeline for when revenues are expected, information on how those projections were developed, and how the analysis factored in changing work patterns
- The lack of clarity regarding the potential level of tax abatements that could be attached to developments authorized by this project is troubling, as outside analysis of the levels of potential abatements currently authorized by the agreement with the city suggest abatements could top \$2 billion. Any abatements issued to developers reduce the amount of revenue available to fund critical transportation and public realm improvements. Given the unique desirability of this location for commercial development, there is no justification for tax abatements.
- We urge ESD to provide specific details on these issues to the ESD Board before the vote. In addition, given that the role of the PACB is to evaluate the financing



of the project, it is essential that it has all financial information prior to this matter being brought before them for a vote.

#### *CACWG and Community Concerns*

It is worth noting that there is significant opposition to this project among our constituents as well as within the CACWG. While there is agreement on the need to improve Penn Station, there are many who feel that the GPP is not the right plan to do so. Some members of the CACWG believe that the most significant changes requested by the CACWG have not been incorporated. We appreciate ESD's prolonged engagement with the community and changes that have been made to the plan and look forward to continued engagement. As representatives, however, we want to ensure that we document and institutionalize the many concerns about ESD's approach to this project that have been brought to us.